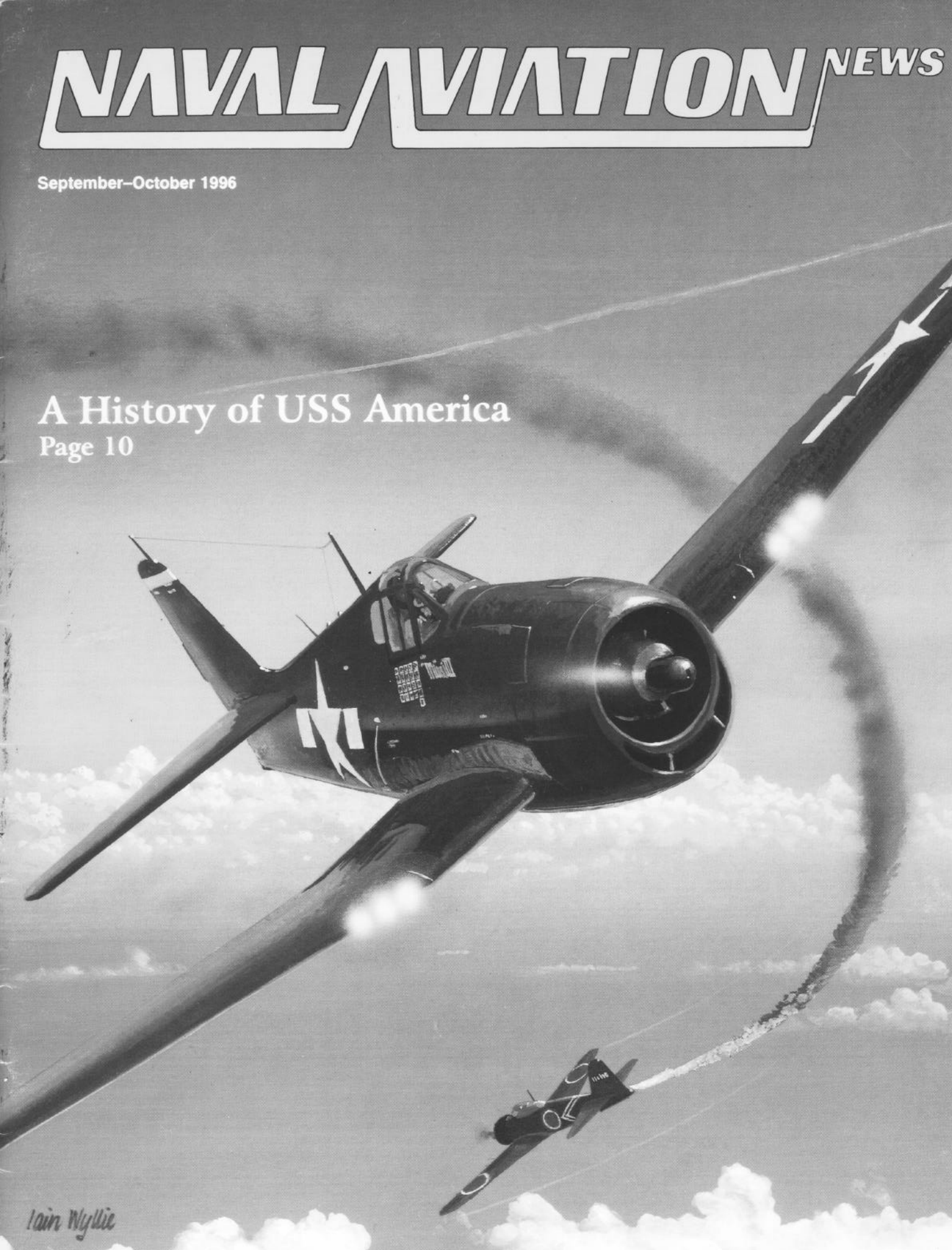
NAVAL AVIATION NEWS

September–October 1996

A History of USS America

Page 10



Iain Wyllie

NAVAL AVIATION NEWS

Flagship Publication of Naval Aviation

The U.S. Navy's Oldest Periodical, Volume 78, No. 6, September–October 1996

Features

Departments

COVERS—Front: Iain Wyllie's painting graces the cover of *Hellcat Aces of World War 2,* Vol. 10 of a series (see review, p. 47); the artist shows CAG McCampbell claiming this *Zeke,* one of nine enemy aircraft he shot down on 24 October 1944. Back: Joe Cupido of Riverside, Calif., captured Cdr. C. Nutter, VFA-137 CO, as he lit his F/A-18C *Hornet's* burners to go vertical over the southern California desert.

Contributions Welcome

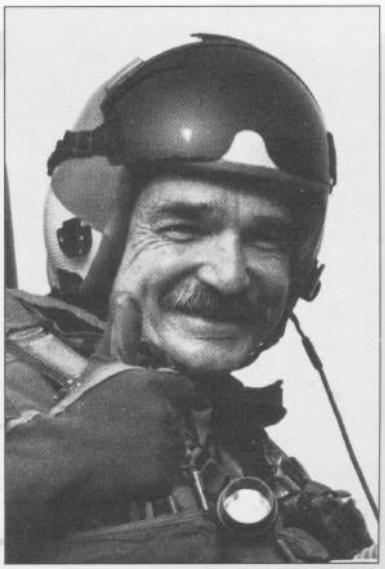
Naval Aviation News considers for publication unsolicited manuscripts, photo essays, artwork and general news about aircraft, organizations, history and/or human endeavors which are the core of Naval Aviation. All military contributors should forward articles about their commands only after internal security review and with the permission of the commanding officer. For guidelines on submissions, contact the Managing Editor at DSN 288-4407 or (202) 433-4407; FAX (202) 433-2343.

Naval Aviation News (USPS 323-310; ISSN 0028-1417) is published bimonthly for the Chief of Naval Operations by the Naval Historical Center. Editorial offices are located in Bldg. 157-1 Washington Navy Yard, 901 M Street SE, Washington, DC 20374-5059. Periodicals postage is paid at Washington, DC, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law. Funds for printing have been approved by the Navy Publications and Printing Policy Committee. The use of a name of any specific manufacturer, commercial product, commodity or service in this publication does not imply endorsement by the Navy. Photographs are U.S. Navy unless otherwise credited.

Personal Subscriptions: To order this periodical for one year, cite ***Naval Aviation News*** **(NAVN)** and send a check for $11.00 ($13.75 foreign) or provide VISA or MasterCard number and expiration date to: Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. Telephone credit card orders can be made to (202) 512-1800 from 8 a.m. to 4 p.m. Eastern time. Credit card orders can be faxed 24 hours a day to (202) 512-2250.

POSTMASTER: Send address changes to *Naval Aviation News,* Bldg. 157-1 Washington Navy Yard, 901 M Street SE, Washington, DC 20374-5059.

A Vision for Naval Aviation: UNDER CONSTRUCTION



By RAdm. Dennis V. McGinn
Director, Air Warfare

Naval Aviation has always been on the cutting edge of the application of naval power in support of our national interests. Constantly being on that cutting edge means that we've always been ready to meet today's threat head on.

While maintaining that "here and now" readiness, we have to be aware that it can also result in a form of nearsightedness toward surprises the future may hold. All of us here in the Air Warfare Directorate (N88) are working hard to prevent the future from sneaking up on us. As you folks out in the fleet go about doing the demanding business of deployment, training and operations, we are attempting to build a far-sighted vision for all of Naval Aviation. We need a long-range vision to guide us in making the key near-, mid- and long-term decisions which will enable us to remain the flexible, mobile and forward-deployed centerpiece of American military power.

I want to emphasize exactly what I mean when I say that this is a *Naval Aviation* vision. It's for *all* of Naval Aviation—Navy and Marine Corps—for *all* mission areas: logistics, surveillance, strike and special mission. Our vision must recognize that Naval Aviation is a large and diverse team, working together in a very demanding profession. *Naval forces* are the enablers for our entire national military strategy. *Naval Aviation*, with its expeditionary, flexible, agile, sustainable and highly mobile nature, is the key enabling force for virtually every aspect of naval operations. We are at the very center of carrier battle groups, amphibious ready groups and surface action groups. From long-range patrol and reconnaissance aircraft to logistics helicopters; from strike fighters to transports, tankers and carrier-on-board delivery aircraft; from multipurpose helos to tactical electronic warfare aircraft . . . wherever you find U.S. Naval Forces, you'll find Naval Aviation at the very heart of the mission. We are an elite part of a front-line team.

Our aviation team's vision will incorporate new aircraft and weapons systems with precision capabilities that are truly revolutionary. At the heart of our revolution in military affairs and naval warfare, we are witnessing a revolution in information technology. These technological advances are allowing us to store, process, manipulate and transmit an amount of information that was unthinkable even a few years ago. Most of you probably have computers at home and perhaps have access to the Internet. Imagine increasing current computing and data transmission rates several hundred times to permit the war fighter instant access to extremely high-resolution information for total situational awareness. Our opportunities to exploit this information technology for Naval Aviation are bounded only by our imagination.

All of us in Naval Aviation have a job to do: to boldly and honestly look to the future — and take control of our destiny.

It's becoming clear that we are at a very important crossroads in the history of Naval Aviation. There have been other major shifts in Naval Aviation, such as after WW II when some very courageous senior naval officers put their careers on the line (in what became known as the "Revolt of the Admirals") for what they were correctly able to foresee as the future of air power at sea in the Cold War era. These innovative and imaginative leaders had a remarkable foresight based on a belief in the importance that Naval Aviation would play in the defense of our country.

There is no doubt that the defense planning decisions to be made in the next fiscal year could have a profound effect on the future of Navy/Marine Corps Aviation. The reality of defense budget cuts is a fact of life that we must meet head on. Our Naval Aviation Vision will help us make the best possible choices with respect to the uncertain future threat, resource constraints, advancing technology, interoperability in joint warfare and, most importantly, will determine what our war fighters need to fight and win. Other drivers that will help frame our vision for Naval Aviation are: Joint Vision 2010, Chief of Naval Operations (CNO) Vision 2020, Operational Maneuver from the Sea, and the Quadrennial Defense Review (Bottom Up Review II).

In July we invited representatives from all the major Navy and Marine Corps aviation staffs and communities to join us in a three-day workshop to begin to develop our vision for Naval Aviation. Over 60 participants, 70 percent of them from the fleet, received briefings on future political/social/economic trends, promising technologies, new concepts of operational naval warfare and current Navy, Marine Corps and Joint Staff vision statements. We conducted an assessment of the status of Naval Aviation today, taking into account the views and perspectives of each aviation community and staff to form the basis from which we drafted initial vision precepts for Naval Aviation. The draft was mailed to all major Navy and Marine Corps aviation staffs for review during the month of August. I have encouraged the widest possible dissemination and discussion in order to include the ideas, concepts and issues from the broadest possible spectrum of Naval Aviation.

By the time you read this, we will have gathered that feedback from the operators in the fleet. Your inputs will be used to adjust our draft for presentation to the Air Board on 16–18 September. For those of you who may not know, the Air Board is our "Board of Directors" and acts as the deliberative body for reaching policy consensus and for making recommendations to the CNO and Commandant of the Marine Corps on major aviation issues. After the Air Board thumbs-up on progress to date, another workshop is planned for early October to further define a long-range vision for Naval Aviation.

All of us in Naval Aviation have a job to do: to boldly and honestly look to the future—with all of its dangers, challenges and uncertainties—and take control of our destiny. No one group, either in the fleet or in Washington, has the only ideas on how best to navigate to the future without risking our hard-won credibility. Both your insights and concerns are of great interest to me personally and, more importantly, will be indispensable to the building of a path we can proudly and uniformly follow.

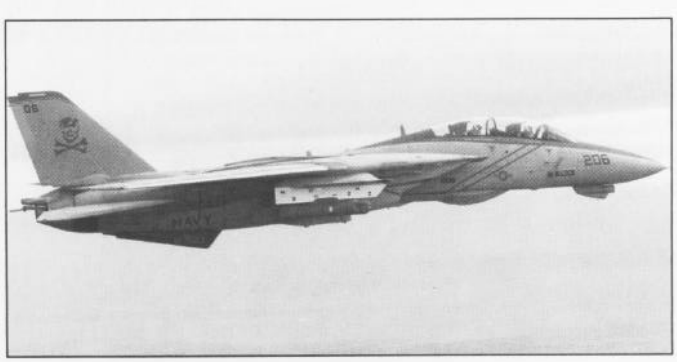
In addition to the challenge of forging a vision that all Navy and Marine Corps aviation communities and each individual—whether a nugget aircrewman or a squadron commander—can claim as their own, we have entered a period in our history that *demands* we stand united. Naval Aviation and the Navy-Marine Corps team must continue to provide our nation the quality of credible deterrence and precise maritime power projection which will enable us to win in any form of conflict. This process of developing a long-range vision for Naval Aviation clearly reminds us of our responsibilities to meet the challenges of an uncertain but exciting future.

AIRSCOOP

NSAWC Stands Up

NAS Fallon, Nev., officially welcomed the Naval Strike and Air Warfare Center (NSAWC) on 11 July. The new command, under RAdm. Bernard J. Smith, consolidated the Naval Strike Warfare Center, the Navy Fighter Weapons School (TOPGUN) and the Carrier Airborne Early Warning Weapons School. NSAWC will focus on tactics development and assessment, graduate-level training for fleet-experienced aviators, interoperability with other services, and standardization of training within aviation communities.

LANTIRN Joins the Fleet



A LANTIRN-equipped VF-103 *Jolly Rogers* F-14B *Tomcat*.

The much-anticipated LANTIRN (low-altitude navigation and targeting infrared radar for night) targeting system was introduced to the fleet on 14 June at NAS Oceana, Va. The system, designed by Lockheed Martin, will allow the F-14 *Tomcat* to conduct long-range surgical strike missions against tactical and strategic targets,

day or night. The system uses infrared sensing and a laser designator/range finder, with global positioning and inertial navigation systems for increased accuracy. LANTIRN-equipped VF-103 deployed aboard *Enterprise* (CVN 65) in June for a six-month cruise, and is currently operating off Bosnia. (See "New Claws for the Tomcat," page 36.)

McDonnell Douglas Corp.

"Cockpit 21," featuring digital displays like those found in the F/A-18 *Hornet*, was approved for use in the T-45A *Goshawk* jet trainer.

Mike Dillard

A Newport News Shipbuilding crane lowers the "island" to the deck of the Navy's next *Nimitz*-class aircraft carrier, *Harry S. Truman* (CVN 75).

McDonnell Douglas Corp.

Island Installed on Truman

On 11 July the next carrier *Harry S. Truman* (CVN 75) came one step closer to completion when the ship's fully assembled 545-ton island was placed in position on the flight deck. This milestone was marked by a small ceremony in which *Truman's* prospective commanding officer, Capt. Tom Otterbein, placed his wings and a Truman medallion donated by President Truman's daughter under the island. *Truman* is scheduled to be christened on 7 September 1996 and delivered in 1998.

Stennis Upgrades

The Navy's newest carrier, *John C. Stennis* (CVN 74), arrived at Newport News Shipbuilding in Virginia for post-shakedown availability (PSA) on 27 June. PSA is routinely scheduled six to eight months after delivery of a new ship to allow modernization upgrades, repairs and maintenance work. The upgrades should be completed in October.

Training Cockpit Approved

Naval Aviation students will soon be receiving more effective jet training in an advanced digital cockpit called "Cockpit 21." On 30 May the Navy approved the McDonnell Douglas-developed cockpit, which will replace the analog displays in the T-45A *Goshawk* with digital displays similar to those in carrier-based jets. The upgrade includes a global positioning system/inertial navigation assembly, and a heads-up display in the forward cockpit. The first *Goshawk* with Cockpit 21 is scheduled for delivery in October 1997, and the Navy is considering retrofitting it into earlier T-45s.

Marine UAV Squadron Serves in Bosnia

VMU-1, the Marine unmanned aerial vehicle (UAV) squadron under Marine Air Group 13, deployed to Bosnia in June in support of Operation Joint Endeavor. The unit will utilize one *Pioneer*

UAV to expand surveillance of the former warring factions. The *Pioneer* will be the second UAV operating in the region; a longer range UAV, the *Predator*, has been in use throughout the conflict.

K-MAX Demonstration

One year after winning the first demonstration of a commercial helicopter for Navy vertical replenishment (VERTREP), two Kaman Aerospace Corporation K-MAX helicopters completed a second 30-day demonstration off Guam in May. On 4 June the Navy exercised its option for the follow-on, 180-day demonstration in which the "aerial trucks" will deploy aboard *Niagara Falls* (AFS 3) and perform VERTREP services for deployed ships throughout the western Pacific and Arabian Gulf regions. The second demonstration phase's contract is for $5.7 million.

Sgt. Ron Pixler

Sgt. Jeff Landis

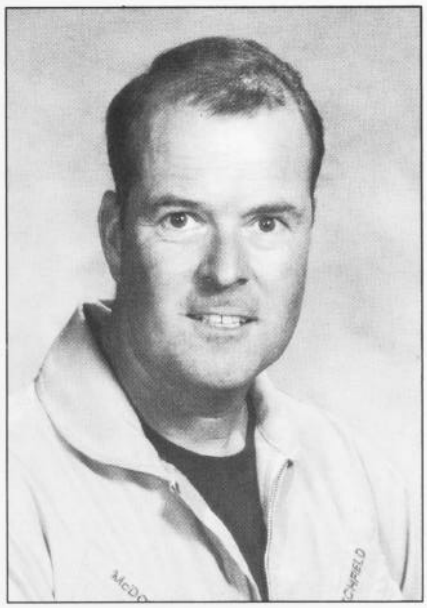
Above, HMLAs 167 and 269 became the first fleet Marine helicopter squadrons to fire the AIM-114K Hellfire II and TOW 2A (Air) missiles. Right, HMLA-167's ordnance team leader Sgt. Lorenzo Garner inspects a Hellfire II missile loaded on an AH-1W *Super Cobra*.

Marines Launch New Missiles

Marine Light Attack Helicopter Squadron (HMLA) 167 and HMLA-269 conducted the first fleet firing of two new missiles 10 July at MCAS Cherry Point, N.C. The TOW 2A (Air) missile includes two rocket motor arm and fire devices, a launch tube upgrade and the addition of digital electronics and an ignition safety device. The AIM-114K Hellfire II is a solid-propellant, laser-guided missile with improved target acquisition, electro-optic countermeasures and obscurant rejection, and modifiable flight profiles.

Test Pilot Dies in F/A-18 Crash

McDonnell Douglas test pilot and former Navy pilot Jeff Crutchfield was killed while practicing aerobatic maneuvers in preparation for an upcoming airshow. The F/A-18C *Hornet* crashed in the backyard of an unoccupied house about 25 miles northeast of St. Louis, Mo., on 20 June. Crutchfield retired from the Navy in 1993 as a lieutenant commander; his last assignment was as chief F/A-18 test pilot at NAWS China Lake, Calif. He had 6,000 career flight hours and over 2,000 *Hornet* flight hours. He had been with McDonnell Douglas for three years.



LCdr. Jeffrey James Crutchfield, USN (Ret.)

Helos Grounded

On 12 June the Navy temporarily grounded Navy and Marine Corps CH-53E *Super Stallion* and MH-53E *Sea Dragon* helicopters. The grounding followed a 9 May mishap at the Sikorsky Aircraft Corporation plant in Stratford, Conn., in which an H-53E on an acceptance flight crashed, killing all four occupants. A defective swashplate duplex bearing assembly in the main rotor was found to be the cause, and Sikorsky recommended the grounding of service CH/MH-53Es until their assemblies could be inspected. The grounding affected nearly 200 Navy and Marine Corps aircraft; at press time, two dozen helos had been inspected and returned to service.

Intruders Deploy for the Last Time

Mike Corrado

A *Sunday Punchers* A-6 prepares for launch from *Enterprise* (CVN 65).

When *Enterprise* (CVN 65) deployed for the first time in five years on 28 June, it became the last time that a squadron of A-6 *Intruder* all-weather attack aircraft would deploy on board an aircraft carrier. The *Sunday Punchers* of Attack Squadron (VA) 75, NAS Oceana, Va., had the honor of taking the veteran A-6 for its last voyage. VA-75 was the squadron that took the A-6 on its first deployment, to Vietnam, in 1965.

Only two A-6 squadrons remain operational, VAs 75 and 196. Deployed to the western Pacific and Indian Oceans and the Persian Gulf on board *Carl Vinson* (CVN 70), VA-196 is due to return in November 1996 and be disestablished in early 1997. VA-75 is scheduled for disestablishment by April 1997 and will be the last A-6 squadron.

Two other squadrons, VAs 34 and 115, both of which made their last A-6 deployments in 1996, are on track to transition to the F/A-18 *Hornet* strike fighter. VA-34 is moving from NAS Oceana to NAS Cecil Field, Fla., for the transition and will be redesignated Strike Fighter Squadron (VFA) 34 on 1 October. VA-115 has moved from NAF Atsugi, Japan to NAS Lemoore, Calif., for redesignation to VFA-115. Another squadron which returned from deployment in 1996, VA-165, is to be disestablished on 30 September.

The proportions on this former Cessna don't look quite right, but they work just fine for the Naval Postgraduate School (NPS), which is using the plane as a scientific research vehicle. The original plane had an engine in the front and in the back; NPS removed both, replacing the rear engine with a higher horsepower unit and a more effective propeller. The addition of a payload nose to the front allows the plane to carry about 330 pounds, and extra fuel storage in the wings provides about 24 hours of flight. The NPS is working to modify the plane for pilotless flight.

Test Squadrons Mark First Year of Operations

The Naval Air Warfare Center's five new squadrons marked their first year of operations during the summer of 1996. The squadrons, organized in a manner similar to that of fleet squadrons, were established in 1995 to operate the NAWC's test aircraft fleet in a more efficient manner.

Organized under the Weapons Division of the NAWC, Commander Naval Test Wing, Pacific was established on 8 May 1995 at NAWS Point Mugu, Calif., as were its two squadrons, Naval Weapons Test Squadron Point Mugu, and Naval Weapons Test Squadron China Lake, the latter

based at NAWS China Lake, Calif. The test aircraft formerly assigned to the naval air weapons stations are assigned to the new squadrons.

At NAS Patuxent River, Md., Commander Naval Test Wing, Atlantic was established on 21 July 1995 under the Aircraft Division of the NAWC. Three squadrons were also formed on that date out of the former test directorates of similar names. Established were the Strike Aircraft Test Squadron, the Force Warfare Aircraft Test Squadron, and the Rotary-Wing Aircraft Test Squadron. Aircraft assigned to the former directorates were assigned to the new squadrons. A fourth unit, the Naval Test Pilot School, long operating as a command, was also placed as a squadron in the new test wing.

Vernon Pugh

The F/A-18E/F *Super Hornet* was launched three times from NAS Patuxent River's land-based steam-powered catapult on 6 August. The milestone event was the *Super Hornet's* first-ever catapult launch.

Established

VAQ-133 Wizards

A 4 April 1996 ceremony at NAS Whidbey Island, Wash., marked the establishment (officially 1 April) of Tactical Electronic Warfare Squadron (VAQ) 133. Cdr. Gary B. Hicks is the first CO of the *Wizards*, who fly the EA-6B *Prowler* electronic warfare aircraft.

The new squadron is the second Navy expeditionary VAQ squadron dedicated to providing electronic warfare support to joint forces from shore bases or aircraft carriers (VAQ-134 was the first), eventually replacing the Air Force's EF-111A electronic warfare aircraft. VAQ-133 includes three Air Force officers, one pilot and two weapon systems operators in its wardroom. When fully operational, the squadron will deploy to Aviano Air Base, Italy, in support of joint air operations.

VAQ-133 carries on the *Wizard* traditions of the first VAQ-133, which was disestablished on 1 June 1992. VAQ-133's aircraft are marked with the tail code NL, formerly used by Carrier Air Wing 15.

Disestablished

VA-35 Panthers

A 24 January 1995 ceremony at NAS Oceana, Va., marked the disestablishment (officially 31 January) of Attack Squadron (VA) 35 after more than 60 years of active service. Cdr. John S. Godlewski was the last CO of the *Panthers*. When its history came to a close, VA-35 was the Navy's oldest attack squadron and one of the oldest squadrons Navywide, having flown in four wars and from the decks of 30 aircraft carriers during 69 deployments.

The *Panthers* were established at NAS Norfolk, Va., on 1 July 1934 as Bombing Squadron (VB) 3B, initially equipped with BM-1/2 bombers. Re-equipping with BG-1 bombers later that year, the squadron moved to NAS San Diego, Calif., on board *Ranger* (CV 4) in April 1935. In May 1935, VB-3B participated in its first fleet exercise, and in November sent a detachment to Alaskan waters for cold-weather test operations. After participation in fleet problems in 1936 and 1937, VB-3B was redesignated VB-4 on 1 July 1937.

VB-4 joined *Lexington* (CV 2) in the search for missing aviators Amelia Earhart and Fred Noonan in July 1937. Participation in more fleet problems followed, with transition to SB2U *Vindicator* monoplane dive-bombers in 1938. Assignment to *Saratoga* (CV 3) in 1939 brought about a redesignation to VB-3 on 1 July 1939. In August 1941, shortly before the Japanese attack on Pearl Harbor, VB-3 transitioned to the SBD-3 *Dauntless* dive-bomber.

When *Saratoga* was damaged by a Japanese torpedo in January 1942, VB-3 cross-decked to *Enterprise* (CV 6) and provided protective patrols for the Halsey-Doolittle Raid on Japan in April 1942. VB-3 filled out the depleted air group on *Yorktown* (CV 5) after the Battle of Coral Sea, in time to participate in the Battle of Midway, which turned the tide in the Pacific war.

On 4 June 1942, led by LCdr. Maxwell F. Leslie, 17 VB-3 SBD-3s located and attacked the Japanese carrier *Soryu*, scoring three hits which doomed the ship. Hits were claimed on two other ships and all VB-3 aircraft escaped undamaged,

diverting to recover on board *Enterprise* because *Yorktown* was under attack. (Leslie and his gunner were rescued after their aircraft ditched from fuel exhaustion.) That afternoon, 14 VB-3 SBDs launched from *Enterprise* and attacked the Japanese carrier *Hiryu*, scoring fatal hits with the loss of only two SBDs. Seventeen VB-3 pilots were awarded the Navy Cross for action at Midway.

VB-3 rejoined *Saratoga* in July 1942 and participated in the Guadalcanal campaign during late 1942, helping to sink the Japanese carrier *Ryujo* on 24 August 1942 during the Battle of the Eastern Solomons. From January until July 1943, VB-3 conducted strikes from *Saratoga* in the South Pacific, flying SBD-3/3P/4 aircraft. In August 1943, the squadron returned to San Diego on board the Royal Navy carrier *Victorious*.

Briefly switching to the SBD-5 version, VB-3 next deployed on board *Yorktown* (CV 10) in October 1944 with SB2C-4 *Helldiver* dive-bombers. For an intense five-month period, VB-3 participated in strikes on Japanese targets on Leyte, Luzon, Formosa, Hong Kong, Indochina, China and Iwo Jima, and flew in the first carrier aircraft strikes against Tokyo, Japan. The war ended for VB-3 in March 1945 when it sailed for the U.S. on board *Lexington* (CV 16).

Soon after return, VB-3 relocated to the East Coast, eventually settling at Oceana in July 1945 and switching to the SB2C-5 in January 1946. VB-3 was redesignated VA-3A on 15 November 1946, and later VA-34 on 7 August 1948. From 1947 until 1950, the squadron was based variously in Rhode Island at NAAS Charlestown and NAS Quonset Point, deploying to the Mediterranean twice, once on board *Antietam* (CV 33) during the Berlin Crisis and once aboard *Leyte* (CV 32) (with AD-3 *Skyraider* attack aircraft). On 15 February 1950, VA-34 was redesignated VA-35. With the outbreak of war in Korea, VA-35 rode *Leyte* to the war zone in late 1950 for four months of air strikes against enemy targets in Korea with AD-3/4 aircraft.

Over the next 14 years, VA-35 made 10 Mediterranean deployments (including one world cruise) with Carrier Air Group 3 on board *Leyte*, *Tarawa* (CVA 40), *Ticonderoga* (CVA 14) and *Saratoga* (CVA 60), initially with AD-4/4L aircraft and from 1953 on with AD-6 (A-1H) versions. During the summer of 1958, VA-35 provided cover for the landing of Marines in strife-torn Lebanon. In October 1962, during the Cuban Missile Crisis, VA-35 was positioned in Guantanamo Bay, Cuba, ready for action.

VA-35 entered the jet age in August 1965, moving from NAS Jacksonville, Fla., to Oceana for transition to the A-6A *Intruder* all-weather attack aircraft. In November 1966, the *Panthers* departed on the

first of three consecutive combat deployments to Vietnam, two with Carrier Air Wing (CVW) 9 on board *Enterprise* (CVAN 65) and one with CVW-15 aboard *Coral Sea* (CVA 43). In 1967, the squadron participated in the first aerial mining operations since WWII, dropping mines in North Vietnamese rivers. In 1968, VA-35 flew missions as part of the response to the *Pueblo* crisis. Operating the A-6A/B versions, VA-35 lost six aircraft in combat over Vietnam, along with five flyers killed, five taken prisoner (including one who died in captivity) and two rescued. After a Mediterranean deployment in 1971 on board *America* with CVW-8 flying A-6A/B/C and KA-6D versions, VA-35 returned aboard *America* to Vietnam in 1972 to participate in Operation Linebacker. The squadron lost two A-6s and two flyers during the final months, including the squadron CO, Cdr. Verne G. Donnelly.

Upon return to Oceana in 1973, VA-35 upgraded to the A-6E and made one more Mediterranean deployment on board *America* before switching to *Nimitz* (CVN 68) in 1975 for 12 years and 7 more deployments to the Mediterranean and the North Atlantic and Indian oceans. In 1980, as the first fleet squadron to operate the TRAM (Target Recognition Attack Multisensor) version of the A-6E, VA-35 stood ready to support Operation Evening Light, the aborted attempt to rescue U.S. hostages held in Tehran, Iran. In 1977 and 1983, VA-35 covered U.S. amphibious forces in operations in Lebanon.

VA-35 deployed to the Mediterranean on board *Theodore Roosevelt* (CVN 71) during 1988–1989 before transferring to CVW-17 aboard *Saratoga* for the carrier's and the squadron's last three deployments. Operating the SWIP (Systems Weapons Improvement Program) version of the A-6E, the *Panthers* entered combat one more time in January and February 1991 as part of Operation Desert Storm, flying strikes against Iraqi forces in the campaign to liberate Kuwait. The first Navy squadron to use night-vision devices in combat, VA-35 flew nearly 400 combat sorties and hit the Iraqis with over 1.7 million pounds of ordnance, at the cost of one A-6E shot down and one damaged beyond repair.

Following the Persian Gulf War, VA-35's last two deployments involved sorties in support of Operations Provide Comfort, Deny Flight and Sharp Guard—protecting United Nations peacekeeping forces in Bosnia-Herzegovnia—returning to Oceana for the last time in June 1994. VA-35's long and distinguished history failed to save it from selection for disestablishment in the post-cold war drawdown. Unlike other A-6 squadrons, the *Panthers* were never slated for transition to the F/A-18 strike fighter.

Special thanks to Rick Burgess for his contributions to "Airscoop."

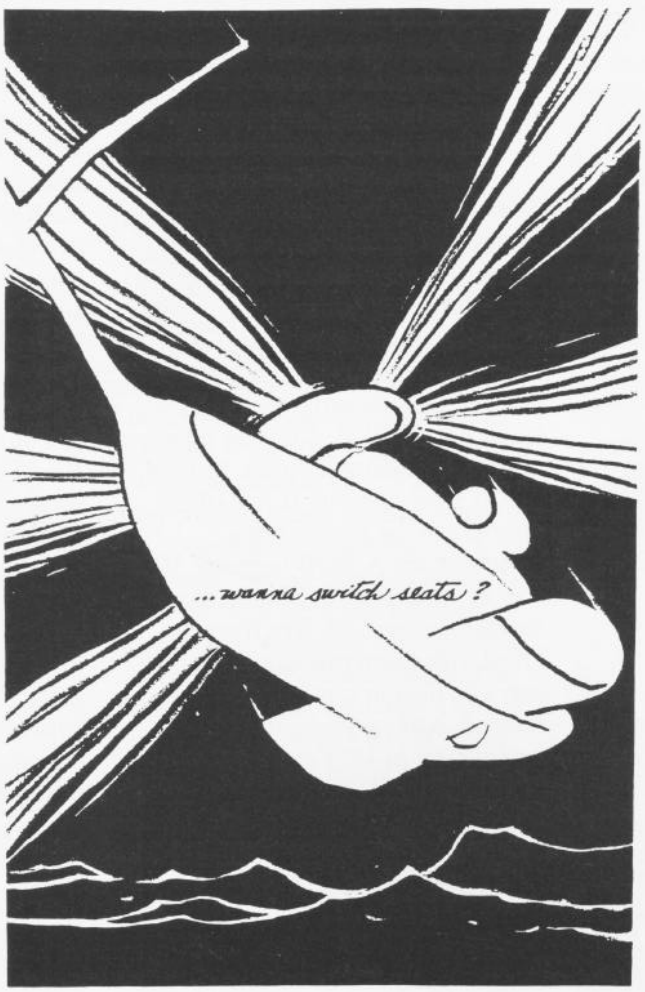
Illustrations by Ted Wilbur

Into the Night, Into the Deep Six

An MH-53E *Sea Dragon*, with a crew of five and one passenger aboard, was on a vertical onboard delivery mission launching from an LHA (amphibious assault ship) for a shore base. Weather was partially obscured with three miles visibility in haze. The LHA's officer of the day noted that the visual conditions were the worst he had seen in 17 years in the Navy. The night was pitch black with no visible horizon and no visual references. The copilot was in the right seat, at the controls.

The *Sea Dragon* lifted off on signal, climbed 15 feet into a stable hover and slid 30 yards to the left off the LHA's port side as it pedal-turned 45 degrees away from the ship. The helo then climbed to 200 feet, gained speed to 40 knots, leveled its wings and lowered the nose 10 degrees below the horizon to accelerate away from the LHA.

Shortly thereafter, the MH-53E began to lose altitude. The mini boss on the LHA called, "Altitude, altitude, altitude. Power, power, power, power." The transmission was not acknowledged by the *Sea Dragon*. The helo, about 500 yards from the ship now, seemed to flare as it descended. Nevertheless, it struck the water in a left-wing-down attitude, the rotor blades impacting the sea first. The LHA's whaleboat was on the scene in 10 minutes; its crew found three deceased personnel floating in the water and debris from the destroyed helicopter. The bodies of others in the helo were recovered later. All six perished in the crash.



Grampaw Pettibone says:

Far worse, gol dang it, than any nightmare Edgar Allen Poe could write! First off, the copilot, who was apparently flying the machine at impact, was *not* night-shipboard qualified. Furthermore, the detachment officer in charge cautioned personnel not to conduct training at night, because he believed the det's primary tasking was day logistics and flying was to be operational in nature only.

On a flight earlier, at sunset, this crew—with 23 passengers aboard and with the copilot flying the aircraft—had to wave off on two of three approaches to the LHA because the aircraft was high and fast. Why didn't the aircraft commander request a "left-seat" landing? The pilots could have switched seats on the subsequent flight. Why didn't they? Good questions.

Seems the aircraft commander's desire to train the copilot under tough instrument conditions at night overshadowed his concern for safety.

The crew should have used instrument takeoff procedures. Instead, the evils of spatial disorientation and vertigo set in and doomed the flight.

The pilot was known to be an aggressive, extremely confident aviator who "pushed the limits of the aircraft." He had violated NATOPS [Naval Air Training and Operating Procedures Standardization] before, according to other flyers, and was driven "to do anything it took for mission accomplishment." The copilot was reputed to be highly competent and well liked.

The pilots had flown several sorties this day and were operating on only 4.5 hours of continuous sleep prior to the flight. Fatigue and vertigo were in cahoots in this tragedy.

Rules are NOT made to be broken. Don't push it.

Departure on Departure

An EA-6B was taking off from a shore station as the second of two *Prowlers* on a fleet readiness squadron (FRS) formation training flight in daytime. In addition to the pilot, an electronic countermeasures officer (ECMO) instructor was in the right seat with an EA-6B NATOPS-qualified pilot riding in the ECMO 3 seat. The fourth seat was empty.

The lead aircraft had taken off and turned right at the upwind numbers. The second EA-6B rolled after the prescribed 10-second interval, got airborne and extended slightly along centerline before commencing a right turn to affect a running rendezvous with number one. The lead aircraft had the flaps down, while the second *Prowler* had them up as the pilot commenced the turn.

The lead aircraft was very near the three o'clock position of the second plane as the second plane turned. In a climb at about 50 feet, the number two *Prowler* increased angle of bank beyond 30 degrees. The climb angle shallowed out in the process. Angle of bank was then increased to 50 degrees, right wing down. The nose leveled with the horizon as the aircraft continued its right roll, but then sliced through the horizon. Rate of descent increased rapidly and the *Prowler* went inverted, 20 degrees nose down. The crew ejected out of the envelope and all were lost. The EA-6B crashed and was destroyed.

Grampaw Pettibone says:

Furious frustration! Human error ruled! Not a thing wrong with the *Prowler*.

The pilot at the controls had 34 hours in type. The ECMO instructor had over 900. The pilot turned too steeply trying to rendezvous with the leader and caused the EA-6B to depart, with virtually no room left to recover due to the proximity with the ground.

Perhaps there had been confusion in the preflight briefing as to positioning of flaps on respective aircraft. The mishap pilot had his flaps up on the climbout, which precluded a safe, sharper turn toward the leader. The leader, a highly qualified type, had his down, and thus had a shorter turn radius.

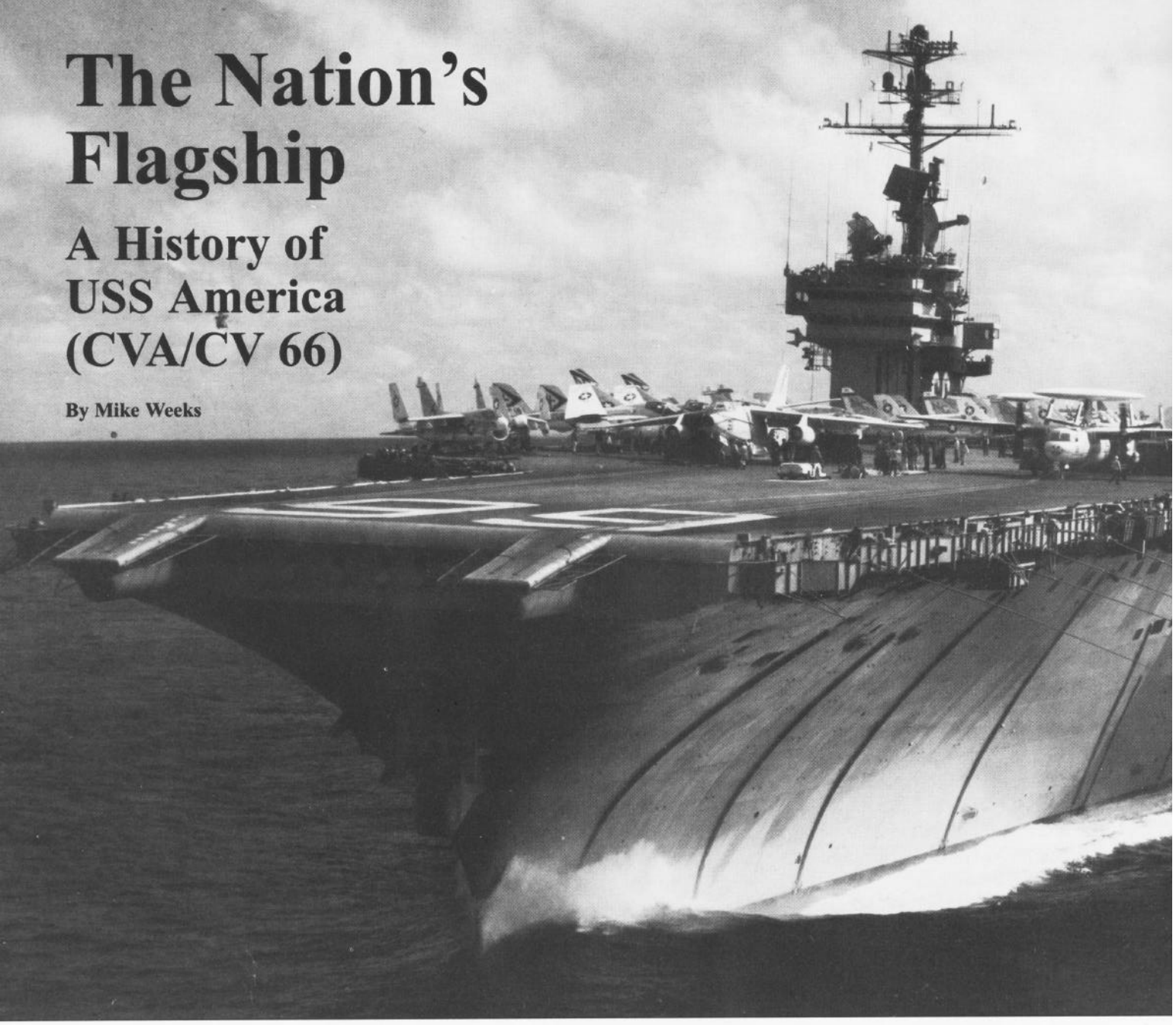
Ole Gramps can understand the FRS student hustlin' to make the join up. But basic air work went by the boards—at a horrible cost. It's also possible that the veteran ECMO could have been more help by cautioning the pilot before the *Prowler* became *in extremis*. Perhaps there was too much concentration on joining the leader.

Rough loss. Tough loss. Shouldn'ta-happened loss.

The Nation's Flagship

A History of USS America (CVA/CV 66)

By Mike Weeks



The venerable carrier America *(CV 66) deployed to many of the world's hot spots during her 31 years of service, including Vietnam, Libya, the Persian Gulf, Haiti and the former Yugoslavia. On Friday, 9 August 1996,* America *was decommissioned at NAS Norfolk, Va. The carrier's last deck log entry will occur on 30 September 1996, officially ending her active service.*

The keel for the third *Kitty Hawk*-class attack aircraft carrier (CVA), hull number 66, was laid on 9 January 1961 at Newport News Shipbuilding and Dry Dock Company, Newport News, Va. She was named *America*, the third Navy ship so honored, on 10 January 1962. The ship was launched on 1 February 1964 and commissioned on 23 January 1965 as the nation's 16th active attack carrier, Captain Lawrence Heyworth, Jr., in command.

Following fitting out, *America* (CVA 66) was under way on 25 March from her home port of Norfolk, Va., for operations off the Virginia Capes. She conducted her first catapult launch and arrested landing on 5 April when her executive officer, Commander Kenneth B. Austin, piloted an A-4C *Skyhawk* of Attack Squadron (VA) 76. A two-month shakedown cruise to the Caribbean with Carrier Air Wing (CVW) 6 followed. After post-shakedown availability and further training cruises off the Virginia Capes and to Bermuda, *America* departed for an uneventful seven-month maiden Mediterranean Sea deployment with the Sixth Fleet at the end of November 1965.

A year later *America* conducted initial carrier qualification trials off the Virginia Capes for the new A-7A *Corsair II*. In January 1967 she set sail for the Mediterranean with a detachment from Helicopter Antisubmarine Squadron 9 aboard. This was the first time a CVA deployed with antisubmarine warfare (ASW) capability.

What appeared to be a routine

deployment changed in April when a military coup ended parliamentary rule in Greece; as flagship of a special operations task force, *America* steamed to stand by for possible evacuation of American citizens caught up in the turmoil. Fortunately, violence never materialized and the task force was not called upon to act. In late May, when evidence indicated that a crisis was brewing in the Middle East, *America*, along with *Saratoga* (CVA 60), headed once again for the Sea of Crete.

This period was marked by unrest when on 5 June word came that the Arabs and Israelis were at war. The tension mounted as both ships launched aircraft in an armed response to an attack on the technical research ship *Liberty* (AGTR 5), but was relieved when Tel Aviv announced that Israeli pilots had made the attack in error.

America concluded her eight and one-half month second deployment on 20 September. A shipyard availability period which lasted until January 1968 included the modifications necessary to operate A-7A *Corsair II*, A-6A *Intruder* and F-4J *Phantom II* aircraft.

In April *America* stood out of Hampton Roads, bound for Yankee Station and her first tour of duty with the Seventh Fleet off Vietnam. On 30 May she arrived on station and at 0630 hours the following day the first aircraft launched against an enemy left her decks. During 112 days on station *America's* aircraft pounded roads, bridges and other strategic targets, attempting to impede the flow of men and war materials south. On 10 July an F-4J *Phantom II* shot down a MiG-21—the carrier's first MiG kill of the war.

During *America's* first combat cruise, CVW-6 lost 10 men to enemy action, 5 killed in action (KIA) and 5 prisoners of war (POW), 2 of whom never returned. *America* and embarked CVW-6 would be awarded the Navy Unit Commendation for their efforts. Her around-the-world cruise ended at Norfolk in December 1968.

America spent 1969 in overhaul and preparing for her next deployment, conducting carrier suitability tests of the U.S. Air Force U-2R from 21 to 23 November. Future Chief of Naval Operations Captain Thomas B. Hayward assumed command on 20 December as *America's* fifth skipper.

In April 1970, *America* once again headed for another combat deployment off Vietnam. For this trip, West Coast-based CVW-9 was aboard and would introduce the A-7E model *Corsair II* into combat. During 100 days of combat operations on Yankee Station, there were no combat aircraft losses or fatalities. *America* completed her second consecutive world cruise after eight and one-half months, returning to Norfolk in December.

An uneventful third Mediterranean deployment with her third air wing, CVW-8, was the highlight for 1971. Reflecting the toll being placed on Naval Aviation by the Vietnam War, *America* carried aboard a U.S. Marine Corps F-4J *Phantom II* squadron, Marine Fighter Attack Squadron (VMFA) 333, in addition to a detachment put together from the East Coast F-4 *Phantom II* fleet readiness squadron, VF-101.

Scheduled for another Mediterranean cruise in July 1972, *America* instead found herself deploying one month early to Southeast Asia for a third time as a result of the Easter offensive by North Vietnam. CVW-8 included among its complement of aircraft new electronic countermeasures EA-6B *Prowler*s belonging to Tactical Electronic Warfare Squadron (VAQ) 132 in that aircraft's first combat deployment.

A ruptured main feed pump on 24 July forced *America* to return to Subic Bay, Philippines, for repairs. She returned to Vietnam and resumed combat operations on 10 August.

On 11 September a VMFA-333 *Phantom II* scored *America's* second MiG kill of the war. Another high point was the destruction on 6 October of the Thanh Hoa Bridge, a major objective since the bombing of the North had begun years before, by an A-7C of VA-82.

A cease-fire ending U.S. combat operations in Vietnam took effect on 28 January 1973. On 24 March, *America* pulled into Norfolk, marking the end of what would be her longest cruise—a grueling 292 days. Again, there had been a cost in lives; CVW-8 lost four KIAs and two POWs, one of whom died in captivity.

America spent the remainder of 1973 preparing for her next deployment, and on 29 August recorded a significant milestone in the life of a carrier: her 100,000th arrested landing, by a carrier-onboard-delivery aircraft.

In January 1974, *America* was off to the Mediterranean for her seventh deployment. In mid-July her transit home was interrupted by clashes on Cyprus by Greek and Turkish forces. She was held in reserve at Rota, Spain, until relieved by *Independence* (CVA 62) on 28 July. *America* returned to Norfolk on 3 August. The following month she sailed for the North Sea to participate in the North Atlantic Treaty Organization (NATO) exercise Northern Merger. The makeup of CVW-8 was most unusual for this five-week cruise, as it contained squadrons temporarily on loan from three other air wings—Carrier Air Early Warning Squadron 126 of CVW-17, Fighter Squadron (VF) 103 of CVW-3, and VF-213 of CVW-11.

America underwent a major overhaul from November 1974 to September 1975, during which she was configured to operate the new F-14A *Tomcat* fighter and S-3A *Viking* ASW aircraft. Also, reflecting the Navy's new multipurpose air, surface and ASW role for carriers, she was redesignated from attack aircraft carrier to aircraft carrier (CV) on 30 June.

Ready to go again in April 1976, *America* welcomed back CVW-6, her first air wing, and departed for the eastern Mediterranean. There, *America* supported Operation Fluid Drive—the evacuation of foreign nationals from war-torn Lebanon—until 2 August. She returned to Norfolk on 25 October.

Seemingly always the on-duty carrier, *America* was back in the Mediterranean in support of national policy from September 1977 to April 1978 and March to September 1979. Both deployments were uneventful; during the latter, *America* had West Coast-based air wing CVW-11 on board for the second time. Before entering the Norfolk Naval Shipyard on 6 November for her most extensive overhaul since commissioning, she conducted initial carrier suitability trials for the new F/A-18A *Hornet* strike fighter. Post-repair sea trials commenced on 23 September 1980.

Ready once again by April 1981, *America*, with CVW-11 embarked, again headed for the Mediterranean. She conducted operations in the Indian Ocean as part of the Seventh Fleet until 21 October, arriving home on 12 November.

America welcomed her final air wing, CVW-1, aboard during 1982. In August she departed for an 11-week cruise which ranged from the North Atlantic and Mediterranean for NATO exercises to the Caribbean for her operational readiness evaluation.

Departing Norfolk in December, *America* set sail again for the Mediterranean and Indian Ocean on her thirteenth extended deployment. Reflecting a shortage of electronic countermeasures assets, she sailed without an assigned VAQ squadron. For the first month of her cruise, *America* operated in the eastern end of the Mediterranean in support of the multinational peacekeeping force in strife-torn Lebanon. For her February to May 1983 period in the Indian Ocean, *America* borrowed VAQ-136 from CVW-5 off *Midway* (CV 41). The deployment was completed in June upon return to Norfolk.

America departed Norfolk on 24 April 1984 and swung southward to participate in exercise Ocean Venture. On 9 May she headed for duty with the Sixth Fleet in the Mediterranean and Seventh Fleet in the Indian

Ocean, returning home to Norfolk on 14 November.

On 7 January 1986 President Ronald Reagan ordered all American citizens out of Libya and broke off all remaining ties between the two nations. He also directed the dispatch of a second carrier battle group to the Mediterranean.

America departed Norfolk in March and joined *Coral Sea* (CV 43) and *Saratoga* in the third phase of Operation Attain Document, a series of freedom of navigation exercises in the Gulf of Sidra. On 24 March Libya launched surface-to-air missiles toward American aircraft (including F-14A *Tomcats* of *America's* VF-102) but missed the mark. When a Libyan missile-equipped patrol boat approached forward surface elements of the Sixth Fleet, two A-6E *Intruders* from CVW-1's VA-34 sank the craft with AGM-84 Harpoon missiles, marking the first use of the Harpoon in combat. After several other minor clashes over three days, Attain Document came to a close and *America* departed what had become known as Mad Dog Station to relieve *Saratoga* near Italy.

On 15 April, after further Libyan-sponsored terrorism had claimed additional American lives, *America* joined with *Coral Sea* and the U.S. Air Force for a coordinated retaliatory air strike against Libya, known as Operation Eldorado Canyon. After successful attacks against targets in Banghazi and Tripoli, all carrier-based aircraft returned safely. The remainder of the deployment was more routine, and *America* came home to Norfolk in September. A Navy Unit Commendation was awarded to *America* and CVW-1 for achievements off Libya.

America commenced a 15-month comprehensive overhaul in November. Her modifications would allow her to operate the F/A-18C *Hornet*.

America, with F/A-18C *Hornet*-equipped CVW-1, departed the East Coast in February 1989 for a two-month cruise. After sailing to the Caribbean for final training, *America* headed to the North Atlantic to participate in NATO Exercise North Star.

America's sixteenth extended deployment commenced in May and would be highlighted by operations in the Red Sea, Gulf of Aden, Arabian Sea and Indian Ocean. Following her return to the Med on 5 September, *America* would find herself off Beirut, Lebanon, in support of the evacuation of U.S. Embassy personnel.

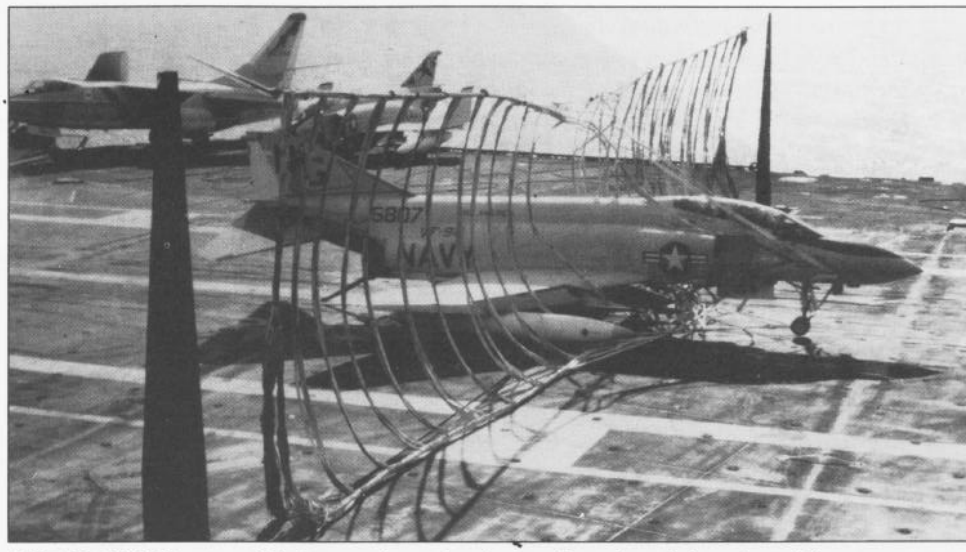
On 2 August 1990, the day *America* departed the Norfolk Naval Shipyard following a four-month selected restricted availability (SRA) period, Iraq invaded Kuwait. On 28 December, just over four months after her SRA and having jammed a five-month training cycle into two, *America* deployed to Southwest Asia in support of Operation Desert Shield. She reached the Red Sea on 15 January—the United Nations (UN)-imposed deadline for Iraq's unconditional withdrawal from Kuwait. At 0200 hours on 17 January, Operation Desert Shield became Operation Desert Storm.

As part of Battle Force Red Sea, which also included carriers *Saratoga* and *John F. Kennedy* (CV 67), *America's* CVW-1 initially provided combat air patrol coverage over the battle force. Two days later *America* launched her first air strike of the war, targeting and destroying an ammunition depot north of Baghdad. The next day CVW-1 flew its first night strike of the war against an oil production facility. Strikes into Iraq against bridges, mobile missile sites, oil production facilities and Republican Guard units continued for three weeks, when the focus of the air war changed.

On 14 February *America* entered the Persian Gulf to become the fourth carrier of Battle Force Zulu. Joining *Midway*, *Ranger* (CV 61) and *Theodore Roosevelt* (CVN 71) strikes were flown into the Kuwait theater of operations, with attacks on Iraqi military forces in Kuwait proper as well as targets in eastern Iraq. This would make *America* the only carrier to operate on both sides of the Arabian Peninsula during Desert Storm. History was made on 20 February when the embarked *Maulers* of Antisubmarine Squadron (VS) 32 in their S-3Bs became the first S-3 squadron ever to successfully engage, bomb and destroy a hostile surface vessel.

The ground assault into Iraq and Kuwait began on 24 February, and *America* provided air support for coalition troops by attacking Iraqi troop, tank and artillery sites in Kuwait. One hundred short hours later, Kuwait was successfully liberated and a cease-fire ordered. CVW-1 destroyed 387 armored vehicles and tanks during strikes into the Kuwaiti theater.

When *America* departed the



Lt. E. A. Havens

A VF-92 F-4J *Phantom II* fighter makes a barrier landing aboard *America* while operating in the Gulf of Tonkin during the Vietnam War on 21 July 1970. Far left, a Tactical Air Reconnaissance Pod-equipped F-14 *Tomcat* provided this bird's-eye view of *America* as an A-6 *Intruder* launches off the bow.

PH2 Danny Lee

Left, the Combat Direction Center gathers data on ships and aircraft moving in the vicinity of the *America* battle group. Below, VMAQ-3 ordnancemen transport AGM-88 HARM missiles for loading on an EA-6B *Prowler* (r) prior to strikes against the former Yugoslavia in September 1995.

PH3 Brandon A. Teeples

Persian Gulf on 4 March, CVW-1 had conducted 3,008 combat sorties, dropped over 2,000 tons of ordnance and suffered no aircraft losses during the war. *America* returned to Norfolk on 18 April. She and CVW-1 earned a Navy Unit Commendation for service during Desert Storm.

After a short stay home and participation in New York City's Operation Welcome Home festivities, *America* and CVW-1 left Norfolk in August for eight weeks, again heading for the North Atlantic and NATO Exercise North Star. On 2 December she departed for her second deployment of the year. This uneventful six-month cruise would see *America* return to the Persian Gulf, and thus become the first carrier to redeploy to the region following the Gulf War. Exercises would also place her in the Indian Ocean and Red Sea, as well as the Mediterranean, before returning to Norfolk in June 1992.

After a well-deserved leave period, *America* underwent repairs from July to December at the Norfolk Naval Shipyard. After sea trials, January through July 1993 were spent in training exercises preparing for her third deployment within three years. She was under way in August for the Med.

Reflecting the changing role of the Navy following the end of the cold war, *America* sailed with some 235 Marines and their four CH-46E *Sea Knight* helicopters as part of a joint task group.

America arrived on station 26 August to begin operations in the Adriatic Sea in support of NATO/UN Operations Deny Flight (no-fly zone over Bosnia), as well as Provide Promise (food drops) and Sharp Guard (maritime blockade). On 27 October, while still in the Adriatic, *America* was ordered to proceed to the coast of Somalia to support U.S.-backed UN forces engaged in Operation Continue Hope. As she passed through the Red Sea, the ship and CVW-1 provided support for the no-fly zone over southern Iraq, Operation Southern Watch. Following the holidays, *America* spent one week on station again in the Adriatic before departing on 14 January 1994. She was home in Norfolk by early February. This was the last deployment for two CVW-1 squadrons, VA-85 and VAQ-137.

On 13 September *America* was in the Atlantic heading for Haiti in support of Operation Uphold Democracy. As the world focused on the situation in Haiti, *America* carried not her normal air wing, but elements of the Joint Special Operations Command and helicopters of the 160th Army Special Aviation Regiment. Arriving at VooDoo Station on 17 September, word was received the next day to execute the planned invasion of Haiti that evening. But 45 minutes later, President Clinton canceled the order.

For the next 30 days, *America* experienced possibly the most unique situation in her history. More than 2,000 Army, Air Force and Marine Corps special forces troops melded together. During the ensuing month, 400 sorties were launched with a 96-percent completion rate. Released on 18 October, *America* was back in Norfolk four days later.

America departed for the Mediterranean on 28 August 1995 for her final, eventful deployment. No longer carrying Marine helicopters, CVW-1 was joined by two fixed-wing Marine Corps squadrons.

Rushing to the Adriatic due to the deteriorating situation in Bosnia, *America* joined *Theodore Roosevelt* on 9 September. Both carriers continued air strikes against selected Bosnian Serb positions as part of NATO's Operation Deliberate Force. *Roosevelt* was relieved on 12 September as CVW-1 continued selective strike missions with laser-guided bombs for two more days, at which time NATO declared a moratorium on air strikes.

America continued to patrol the Adriatic in between port visits. However, additional responsibilities required her presence in the Persian Gulf from 25 November to 3 December for duty in support of Southern Watch. Back off Bosnia on 12 December, *America* operated in support of NATO's Implementation Force as part of Operations Decisive Endeavor and Decisive Edge for the remainder of her deployment.

Three days out from Norfolk, on 21 February 1996, VS-32's Cdr. Robert A. Buehn piloted an S-3B *Viking* to make *America's* 319,504th and final arrested landing in her well-traveled history.

In her career, *America* earned eight battle stars for service during the Vietnam and Persian Gulf wars. The many who served on her and flew from her deck during her 31 years of service to the nation can be justifiably proud. ■

Mr. Weeks, a former naval reservist, is a contributing editor to *The Hook* magazine and an avid Naval Aviation researcher. Special thanks to the staff of *America's* public affairs office for their assistance with this article.

USS *America* (CVA/CV 66) Major Deployments

This list provides the squadron number, type of aircraft and tail code. The tail codes have been given in as much detail as possible, including at least the first number of the series; the remaining series numbers are indicated by Xs.

Caribbean Shakedown/CVW-6
01 May–01 July 1965

VF-102	F-4B	AE1xx
VF-33	F-4B	AE2xx
VA-66	A-4C	AE3xx
VA-76	A-4C	AE5xx
VA-64	A-4C	AE6xx
VAW-12 Det 66	E-1B	GE7xx
VAW-33 Det 66	EA-1F	GD8xx
VAP-62 Det	RA-3B	GBx
HU-2 Det 66	UH-2A	HUxx

Mediterranean/CVW-6
30 November 1965–10 July 1966

VF-102	F-4B	AE1xx
VF-33	F-4B	AE2xx
VA-66	A-4C	AE3xx
RVAH-5	RA-5C	AE40x
VA-64	A-4C	AE6xx
VAW-12 Det 66	E-1B	AE71x
VAW-33 Det 66	EA-1F	AE81x
VQ-2 Det	EA-3B	JQxx
HC-2 Det 66	UH-2A	HUxx

Mediterranean/CVW-6
10 January–20 September 1967

VF-102	F-4B	AE1xx
VF-33	F-4B	AE2xx
VA-66	A-4C	AE3xx
RVAH-5	RA-5C	AE40x
VA-36	A-4C	AE5xx
VA-64	A-4C	AE6xx
VAW-12 Det 66	E-2A	GE75x
(Became VAW-122 on 01 April)		
VAW-33 Det 66	EA-1F	AE81x
VAH-10 Det 66	A-3B	AE02x
HS-9 Det 66	SH-3A	AW6x
HC-2 Det 66	UH-2A	HUxx

Vietnam/CVW-6
10 April–16 December 1968

VF-102	F-4J	AE1xx
VF-33	F-4J	AE2xx
VA-82	A-7A	AE3xx
VA-86	A-7A	AE4xx
VA-85	A-6A/B	AE5xx
RVAH-13	RA-5C	AE60x
VAW-13 Det 66	EKA-3B	AE71x
(Became VAQ-130 Det 66 on 01 Oct)		
VAW-122	E-2A	AE72x
VAH-10 Det 66	KA-3B	AE01x
HC-2 Det 66	UH-2A/B	HUxx

Vietnam/CVW-9
10 April–21 December 1970

VF-96	F-4J	NG1xx
VF-92	F-4J	NG2xx
VA-146	A-7E	NG3xx
VA-147	A-7E	NG4xx
VA-165	A-6A/B/C	NG5xx
RVAH-12	RA-5C	NG60x
VAQ-132	EKA/KA-3B	NG61x
VAW-124	E-2A	NG01x
HC-2 Det 66	UH-2C	HUxx

Mediterranean/CVW-8
06 July–16 December 1971

VF-101 Det 66	F-4J	AJ1xx
VMFA-333	F-4J	AJ2xx
VA-82	A-7E	AJ3xx
VA-86	A-7C	AJ4xx
VA-35	A-6A/C	AJ5xx
	KA-6D	AJ5xx
RVAH-13	RA-5C	AJ60x
VAQ-135 Det 2	EKA-3B	AJ61x
VAW-124	E-2B	AJ01x
HC-2 Det 66	SH-3G	AJ00x
VQ-2 Det	EA-3B	JQxx

Vietnam/CVW-8
05 June 1972–24 March 1973

VF-74	F-4J	AJ1xx
VMFA-333	F-4J	AJ2xx
VA-82	A-7C	AJ3xx
VA-86	A-7C	AJ4xx
VA-35	A-6A/C	AJ5xx
	KA-6D	AJ5xx
RVAH-6	RA-5C	AJ60x
VAQ-132	EA-6B	AJ61x
		AJ62x
VAW-124	E-2B	AJ01x
		AJ742
HC-2 Det 66	SH-3G	AJ1x

Mediterranean/CVW-8
03 January–03 August 1974

VF-143	F-4J	AJ1xx
VF-142	F-4J	AJ2xx
VA-82	A-7C	AJ3xx
VA-86	A-7C	AJ4xx
VA-35	A-6E/KA-6D	AJ5xx
RVAH-1	RA-5C	AJ60x
VAQ-133	EA-6B	AJ61x
VAW-124	E-2B	AJ74x
HC-2 Det 66	SH-3G	AJ00x

North Atlantic/CVW-8
(NATO Northern Merger)
06 September–12 October 1974

VF-213	F-4J	NH1xx
VF-103	F-4J	AC2xx
VA-82	A-7C	AJ3xx
VA-86	A-7C	AJ4xx
VA-35	A-6E/KA-6D	AJ5xx
RVAH-1	RA-5C	AJ60x
VMCJ-2 Det B	EA-6A	CY62x
VAW-126	E-2B	AA76x
HC-2 Det 66	SH-3G	AJ00x

Mediterranean/CVW-6
15 April–25 October 1976

VF-143	F-14A	AE1xx
VF-142	F-14A	AE2xx
VA-15	A-7E	AE3xx
VA-87	A-7E	AE4xx
VA-176	A-6E	AE5xx
	KA-6D	AE52x
VS-28	S-3A	AE6xx
VAQ-137	EA-6B	AE70x
VFP-63 Det 5	RF-8G	AE71x
VAW-124	E-2B	AE72x
HS-15	SH-3D	AE00x
VQ-2 Det	EA-3B	JQxx

Mediterranean/CVW-6
29 September 1977–25 April 1978

VF-143	F-14A	AE1xx
VF-142	F-14A	AE2xx
VA-15	A-7E	AE3xx
VA-87	A-7E	AE4xx
VA-176	A-6E/KA-6D	AE5xx
VS-28	S-3A	AE6xx
VAQ-137	EA-6B	AE70x
VFP-63 Det 5	RF-8G	AE71x
VAW-124	E-2B	AE72x
HS-15	SH-3H	AE00x

Mediterranean/CVW-11
13 March–22 September 1979

VF-114	F-14A	NH1xx
VF-213	F-14A	NH2xx
VA-192	A-7E	NH3xx
VA-195	A-7E	NH4xx
VA-95	A-6E/KA-6D	NH5xx
VAW-124	E-2C	NH60x
VFP-63 Det 4	RF-8G	NH61x
VAQ-131	EA-6B	NH62x
VS-33	S-3A	NH7xx
HS-12	SH-3H	NH74x

Med/Indian Ocean/CVW-11
14 April–12 November 1981

VF-114	F-14A	NH1xx
VF-213	F-14A	NH2xx
VA-192	A-7E	NH3xx
VA-195	A-7E	NH4xx
VA-95	A-6E/KA-6D	NH5xx
VAQ-133	EA-6B	NH60x
VS-33	S-3A	NH7xx
HS-12	SH-3H	NH74x
VAW-123	E-2C	NH01x
VQ-2 Det A	EA-3B	JQ1x

North Atlantic/Med/Carib/CVW-1
(NATO Northern Wedding)
22 August–04 November 1982

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VA-46	A-7E	AB3xx
VA-72	A-7E	AB4xx
VA-34	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VAQ-135	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx

Med/IO/Atlantic/CVW-1
08 December 1982–02 June 1983

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VA-46	A-7E	AB3xx
VA-72	A-7E	AB4xx
VA-34	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VAQ-136	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx

Caribbean/Med/IO/CVW-1
24 April to 14 November 1984

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VA-46	A-7E	AB3xx
VA-72	A-7E	AB4xx
VA-34	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VAQ-135	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx
VQ-2 Det A	EA-3B	JQ1x

North Atlantic/CVW-1
(NATO Ocean Safari)
24 August–09 October 1985

Mediterranean/CVW-1
(Operation Eldorado Canyon)
10 March–10 September 1986

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VA-46	A-7E	AB3xx
VA-72	A-7E	AB4xx
VA-34	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VMAQ-2 Det Y	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx
VQ-2 Det	EA-3B	JQxx

Caribbean/North Atlantic/CVW-1
(NATO North Star)
08 February–03 April 1989

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VA-85	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VAQ-137	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx

Med/Indian Ocean/CVW-1
11 May–10 November 1989

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VA-85	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
VAQ-137	EA-6B	AB60x
HS-11	SH-3H	AB61x
VS-32	S-3A	AB7xx

Red Sea/Persian Gulf/CVW-1
(Operation Desert Storm)
28 December 1990–18 April 1991

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VA-85	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
HS-11	SH-3H	AB61x
VAQ-137	EA-6B	AB62x
VS-32	S-3B	AB7xx

North Atlantic/CVW-1
(NATO North Star)
21 August–11 October 1991

Med/Red Sea/Persian Gulf/CVW-1
02 December 1991–06 June 1992

VF-102	F-14A	AB1xx
VF-33	F-14A	AB2xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VA-85	A-6E/KA-6D	AB5xx
VAW-123	E-2C	AB60x
HS-11	SH-3H	AB61x
VAQ-137	EA-6B	AB62x
VS-32	S-3B	AB7xx

Med/Indian Ocean/CVW-1
(Operation Deny Flight/Continue Hope)
11 August 1993–05 February 1994

VF-102	F-14A	AB1xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VA-85	A-6E	AB5xx
VAW-123	E-2C	AB60x
HS-11	SH-3H	AB61x
VAQ-137	EA-6B	AB62x
VS-32	S-3B	AB7xx
VRC-40 Det 3	C-2A	AB4x
HMM-162	CH-46E	YS0x

Caribbean
(Operation Uphold Democracy)
13 September–22 October 1994

HCS-4 Det	HH-60H	NWxxx
HS-3 Det	SH-60F	AJ61x

Mediterranean/Persian Gulf/CVW-1
(Operation Deliberate Force/So. Watch)
28 August 1995–24 February 1996

VF-102	F-14A	AB1xx
VMFA-251	FA-18C	AB2xx
VFA-82	FA-18C	AB3xx
VFA-86	FA-18C	AB4xx
VAW-123	E-2C	AB60x
HS-11	HH/SH-60F/H	AB61x
VMAQ-3	EA-6B	AB62x
VS-32	S-3B	AB7xx
VQ-6 Det A	ES-3A	AB76x
VRC-40 Det 4	C-2A	AB4x

Maritime Patrol Aviation . . .

Not Just Antisubmarine Warfare Anymore

By LCdr. Doug McGarry

The Tigers *of Patrol Squadron (VP) 8 are winners of the 1995 Captain Arnold J. Isbell Trophy for antisubmarine warfare (ASW) excellence, which recognizes achievement in combat readiness, combat experience exercises and aviation safety.*

Maritime Patrol Aviation (MPA) has evolved into one of the most dynamic and challenging communities in today's Navy. Before the end of the cold war, MPA squadrons concentrated their training and war-fighting skills primarily on ASW. Today's aircrews are tasked to perform a variety of complex and challenging warfare missions, such as surface combat air patrol (SUCAP), coastal surveillance and battle group support. "Forward . . . From the Sea" doctrine outlines the direction the Navy is heading. MPA moved forward during VP-8's deployment to Sigonella, Italy, from July 1995 to January 1996.

Throughout the cold war, East Coast MPA squadrons routinely deployed to Keflavik, Iceland; Lajes, Azores; Rota, Spain; Bermuda; and Sigonella. These locations strategically positioned patrol squadrons to tactically counter the Soviet nuclear submarine threat. Today, the dynamics of real-world events, coupled with the post-cold war worldwide drawdown of military forces, have changed the primary East Coast squadron deployment sites to Sigonella in the Mediterranean Sea and Roosevelt Roads, P.R., in the Caribbean Sea.

Participation in Operations Sharp Guard and Decisive Enhancement in the Adriatic Sea has afforded MPA squadrons an opportunity to demonstrate their versatility and long-duration on-station effectiveness to many warfare commands from a variety of nations. Throughout Operation Sharp Guard, MPA aircrews enforced a United Nations arms embargo against the former Yugoslavia by providing the multinational surface force with 24-hour air coverage and surveillance of thousands of surface vessels of all shapes and sizes entering or leaving the Adriatic. MPA continues to demonstrate a visible forward presence, providing SUCAP and coastal surveillance for the Implementation Force (IFOR) during the North Atlantic Treaty Organization's (NATO) Operation Decisive Enhancement. MPA literally evolved into the "eyes of the Adriatic" during both of these operations.

During its most recent deployment, the VP-8 *Tigers* effectively utilized 11 combat aircrews and 9 P-3C *Orion* aircraft to realize critical aspects of "Forward . . . From the Sea" doctrine: forward presence, interoperability and sea control/power projection. Operating primarily out of Sigonella, the squadron's strategic position in the central Mediterranean made it one of the lead elements to respond to any emerging crisis.

Sharp Guard and Decisive Enhancement missions for VP-8 aircrews evolved around the clock. All

Alfred J. Grima

NATO allies; interoperability among the participating nations was exceptional," said Lieutenant Commander George Rothweiler, a senior tactical coordinator. "This was a true multinational force."

During Operation Sharp Guard, the *Tigers* helped locate, track and identify more than 2,800 surface contacts of interest. The squadron flew nearly half of all Sharp Guard missions during the six-month period, totaling 511 sorties and 3,520 flight hours; 221 of these events were armed. The Dayton Peace Accords brought about the IFOR and Operation Decisive Enhancement, which VP-8 included in daily operations.

In conjunction with flying around-the-clock missions in support of Adriatic operations, VP-8 participated in 16 multinational U.S. and NATO exercises. The variety of exercise missions challenged the full gambit of MPA capabilities, including undersea warfare, surface warfare, aerial mining, special warfare, amphibious warfare and battle group integration.

VP-8 also conducted two real-world search and rescue (SAR) missions in which MPA proved to be a key element in the safe coordination of airborne rescue efforts. Acting as on-scene commander, VP-8 crews coordinated as many as 10 aircraft from different nations during the searches. Both missions helped reinforce cooperation and enhance SAR efforts among the participating countries.

During the cold war years, MPA aircrews routinely flew two or three missions every other week on real-world non-NATO submarines. Currently, deployed MPA aircrews continuously fly minimum turnaround sorties that encompass a variety of missions in addition to ASW. Aircrews that once spoke solely of undersea warfare tactics have refocused their training and honed their war-fighting skills to exploit all of the mission capabilities of the P-3C.

As a result of an ever-changing world and emergent regional conflicts, MPA aircrews will continue to acquire expertise across the full spectrum of naval warfare in support of current naval doctrine and to take an even greater role in our Navy's movement "Forward . . . From the Sea." ■

Left, a VP-8 P-3C *Orion* maritime patrol aircraft cruises at low altitude. Below, VP-8 ordnancemen load an AGM-65 Maverick missile on a squadron aircraft.

the maritime aircrews maintained strict compliance with established operational directives to safely overcome the language barriers that existed among the multinational MPA platforms and surface controlling units.

After completion of the preflight evolution, the aircraft was loaded with either MK 20 Rockeye bombs or Maverick missiles on the wings and torpedoes in the bomb bay. Flying with weapons was a new experience for most VP-8 crews. "This was the first time in 17 years that I have actually flown operationally with live weapons," said Aviation Systems Warfare Operator (AW) First Class John Wierzbicki.

Typically assigned by the battle group's Undersea or Surface Warfare Commander to an Air Controlling Unit—a U.S. or NATO ship—each crew performed a variety of missions during its eight- or nine-hour flight. "The most rewarding part of the deployment was flying with our

LCdr. McGarry was VP-8's operations officer and the pilot mission commander of Combat Aircrew 7 when this article was written. He is currently attending the Naval War College.

Welcome to the "Crossroads of the Navy"

NAF Washington, D.C.

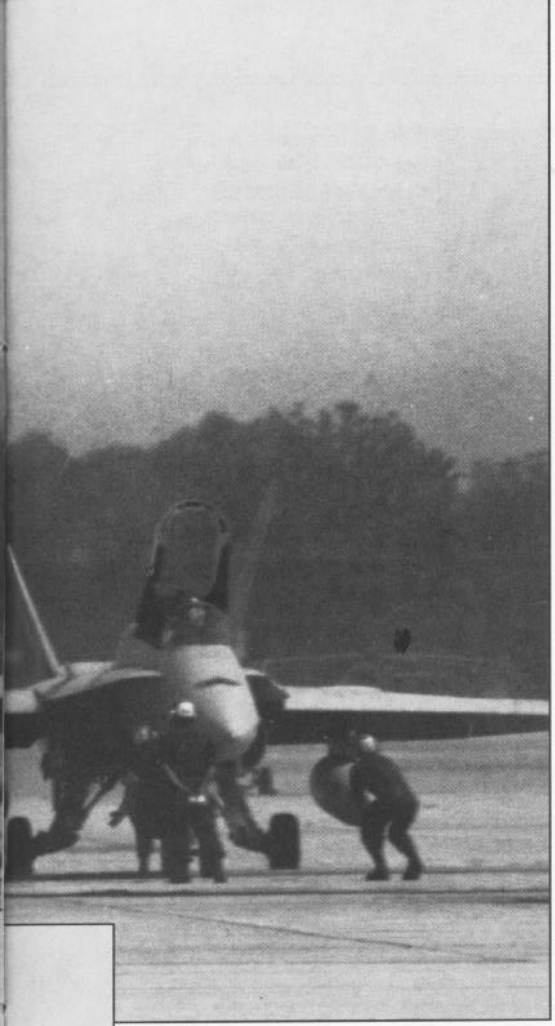
By PN2(AW) Tyler A. Williams

The early morning sky is a clear blue, as the sun beams down brightly on the ramp. A plane captain directs a C-12 *Huron* into a VIP parking spot as the offgoing duty officer prepares to fulfill his escort duties. A few feet away, a chief petty officer and two airmen stand ready to conduct morning colors. A Navy security policeman stands armed and ready beside his patrol car, awaiting this morning's VIP aircraft. Across the flight line, *Air Force One* sits peacefully in front of its hangar. Inside the operations building, several people wait for a P-3 *Orion* en route to Norfolk, Va., still unsure of available passenger space. A uniformed chauffeur waits beside the flight line entrance gate, eyes glued to the plane parked in the VIP spot. Three Marines in flight suits prepare for their flight, briefcases in hand. A Navy lieutenant, the oncoming duty officer, escorts the Italian Chief of Defense and his entourage to the VIP lounge. A first class petty officer informs the lieutenant that the Commandant of the Marine Corps departs in an hour and the Secretary of the Navy will arrive later in the day. Welcome to the "Crossroads of the Navy"—Naval Air Facility (NAF), Washington, D.C.

History

Although NAF Washington is a fixture aboard Andrews Air Force Base (AFB) today, this was not its original location. On 25 September 1917, the Secretary of the Navy petitioned the Secretary of War for a parcel of Army land at the junction of the Anacostia and Potomac rivers for use as a test area for the Navy's new seaplanes. In response, the Secretary of War wrote, "[The Navy] department . . . is hereby authorized to use, within the terms of the attached revocable license of October 2, 1917, such an area on the Anacostia Flats, approximately across from the War College, as may be required for the erection and maintenance of a seaplane hangar; it being understood that the Army may have joint use of such land and water front at any time."

A year later, after the Navy had set up operations in two hangars at



JO2 Blake Towler

Above, launch crews preflight two Marine Fighter Attack Squadron 321 F/A-18 *Hornets*. Left, Naval Air Reserve Unit personnel play softball on "rope yarn Sunday" with a PBY and an R4D-6 in the backround, circa 1948.

the seaplane ramp, Under Secretary of the Navy Franklin D. Roosevelt wrote a letter to the Secretary of the Army expressing the Navy's desire to acquire additional land at the Anacostia Flats and to establish a naval air station (NAS). He also requested that "a provision be included in the Naval Bill to be presented to Congress formally transferring control of this tract of land in question from the War Department to the Navy Department."

To this day, there are still conflicting dates regarding when Anacostia officially stood up; however, according to Bureau of Personnel archives, the NAS was inaugurated on 13 September 1918, the date the station had a full complement. With nine attached seaplanes, the U.S. Naval Aviation Field, Anacostia, Washington, D.C., became a full-fledged naval air station, commissioned on 1 January 1919.

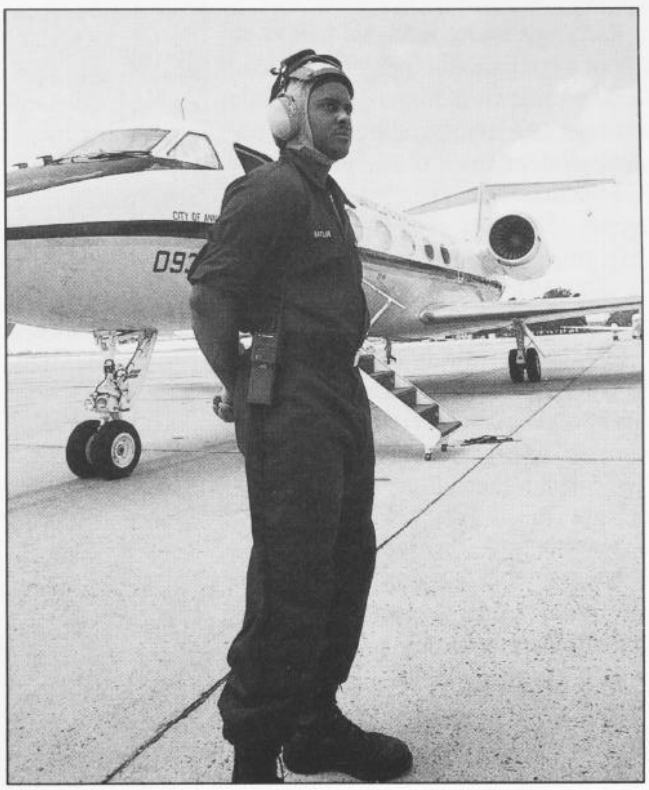
Over the next 43 years, naval reservists flew and maintained a large variety of aircraft from Anacostia, including early biplanes, dirigibles and piston-engined patrol and fighter aircraft. The reservists were integrated into the fleet at the beginning of WW II, and in 1940 NAS Anacostia began primary flight training of Naval Aviation Cadets.

NAS Anacostia survived a hangar fire in 1921, a tornado in late 1927, four major floods (which destroyed a large portion of station records prior to 1939), and Hurricane Connie in 1954. During the snowstorm of 1958, NAS Anacostia was the only aviation facility in the Washington area to remain open and in operation.

In the 1950s the congested air traffic generated by Washington National Airport, Bolling AFB and NAS Anacostia was becoming a serious problem, especially with the introduction of commercial jet service at Washington National. A common saying on board NAS Anacostia was that a pilot approaching Anacostia needed three eyes: one to watch his gauges, one to watch his approach and one to watch out for all the other air traffic in the area.

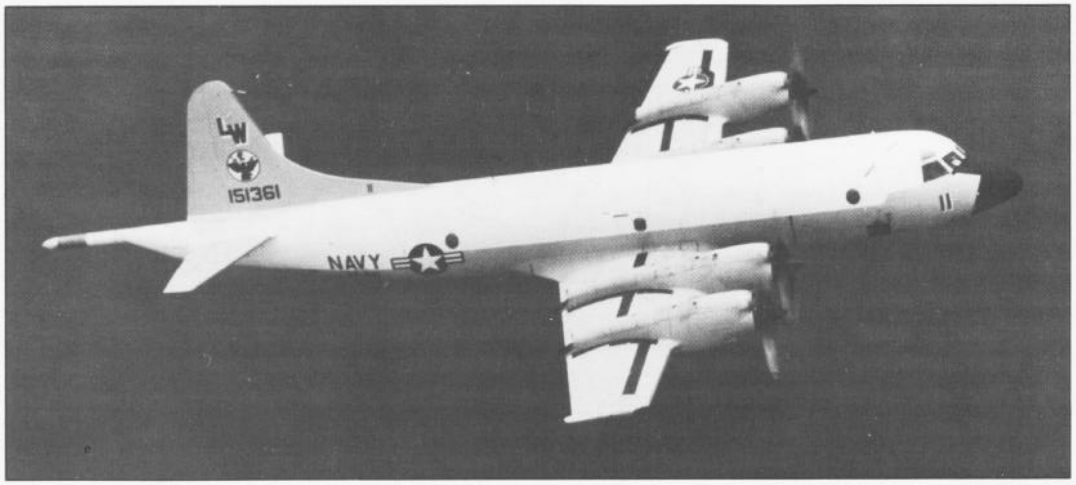
As a result, the Department of Defense proposed to move both NAS Anacostia and Bolling AFB to Maryland's Andrews AFB and announced the closure of NAS Anacostia in April 1958, with a target date of early 1962. Later that summer, all of NAS Anacostia's TV-2 *Seastar* jet trainers were moved to Andrews with a small detachment of personnel, establishing the Andrews Jet Detachment and marking the beginning of the eventual move of the Navy's aviation operations from Anacostia. On 25 January 1961, the last jet flew out of Anacostia.

The move to Andrews continued until the end of 1961 when the station and its functions were completely transferred, without interruption of operations; more than 1,500,000 pounds of equipment and over 1,400 personnel and 119 aircraft were transferred to the new facilities. Captain Frank D. Heyer had assumed command of NAS Anacostia on 30 September 1961 as the station's final commanding officer, and he became the skipper of



JO2 Blake Towler

AT2 Richard Baylor of VR-48 awaits the final loading of a C-20 *Gulfstream* bound for St. Louis. The squadron's frequent flights offer ample opportunities to personnel desiring to travel "Space A."



Jim Rozycki collection

VP-68 traces its lineage to VP-661, which was established at NAS Anacostia in 1955 flying Lockheed PV-2 *Harpoons*. The unit moved to NAF Washington when NAS Anacostia closed in 1961. It then moved to NAS Patuxent River, Md., in 1970 and back to NAF Washington in 1985. In addition to the PV-2 the squadron operated SNB *Kansans*, then P2V *Neptunes* (below) and P-3A/B/C *Orions* (left).

the new naval air facility at its establishment on 19 January 1962.

Operations

In 1918 the Chief of Naval Operations decreed NAS Anacostia's mission: to be a site where short test flights could be made, and provide a suitable place for fueling and minor repairs for seaplanes which were to be flown from NAS Hampton Roads and Langley Field in Virginia. Various bureaus of the Navy would be able to send representatives to study improvements and become familiar with the construction of new types of seaplanes.

Early operations included a school to train homing pigeon handlers, an aircraft radio laboratory, and ordnance, photography and aerology departments. The Flight Test Section worked closely with the Bureau of Aeronautics, the Bureau of Engineering and the leading naval aircraft manufacturers in testing and monitoring aircraft and components.

Shortly after the establishment of the Operations Department in 1927, two Ford trimotors were received for transporting high-ranking officials. This was the birth of the executive transport function still performed at NAF Washington today.

When air test activities were moved to NAS Patuxent River, Md., in 1943, the station's mission became the provision of aircraft for the Proficiency Flying Program. This program, designed to allow desk-bound pilots at the Pentagon and other installations to maintain their flight qualifications, continued until 1976.

Ron Garman collection

Today, NAF Washington's primary mission is to train and support over 2,000 selected reservists assigned to four reserve force squadrons, 27 naval reserve augmentation units, 15 naval intelligence units and a reserve Marine air group detachment. NAF Washington is also tasked with increasing force readiness by providing logistics and maintenance support to its tenant squadrons, transient aircraft and distinguished visitors.

NAF Washington's mission is carried out by over 400 active duty members and 130 civilian employees. Also, there are more than 800 personnel assigned to NAF's tenant commands.

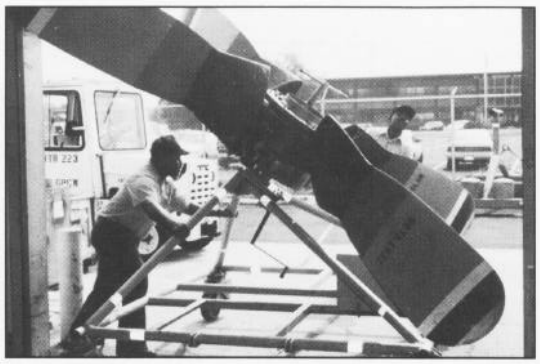
Currently, NAF Washington's major tenant air commands include Marine Air Group 49 Det A, Patrol Squadron 68, Fleet Logistics Support Squadrons (VRs) 48 and 53, Tactical Electronic Warfare Squadron (VAQ) 209, Marine Aircraft Support Detachment and Fleet Logistics Support Wing Detachment. Aircraft aboard the facility include the F/A-18 *Hornet*, P-3C *Orion*, C-12B *Huron*, C-20D and C-20G *Gulfstream*, EA-6B *Prowler* and C-130T *Hercules*.

In performance of its mission, NAF Washington has received numerous awards. The facility was awarded the Edwin Francis Conway Trophy for FYs 85–86 and 95–96, after being judged the best Naval Air Reserve site in primary mission performance. In 1991 NAF was selected for the Commander Naval Reserve Force Facility Safety Award, the Golden Helm Retention Award, and the Golden Oak Leaf Award, which recognized the Supply Department as the most efficient in the Naval Reserve Force. The facility's Aircraft Intermediate Maintenance Department received the 1993 Robert S. Gray Award as the best in the reserves. The Safety Department was presented the 1996 Environmental Compliance Assessment Management Program award, and the command's monthly magazine, *Crossroads*, was selected as one of the 1996 Chief of Information Merit Award winners.

Geography

NAF Washington is located in Camp Springs, Md., on the east side of Andrews AFB, the home of *Air Force One*. Andrews is operated and maintained by the 89th Airlift Wing,

JOSN Rebekah Swank



AD1 William Miles (left) and AD2 Michael Bond of NAF Washington's AIMD 400 division wheel a P-3C *Orion* propeller into the shop.

the host wing to more than 60 units. The base houses components of the Navy, Marine Corps, Army, Air Force Reserve and Air National Guard. More than 26,000 people live and work aboard Andrews. Situated in Maryland's Prince George's County just 10 miles southeast of Washington, the base is 38 miles southwest of Baltimore, 25 miles from Annapolis and minutes away from historic Virginia.

Due to its geographic location, the facility is the Navy's aerial gateway to the national capital region. Navy and Marine Corps aircraft arrive and depart daily carrying scores of uniformed and civilian officials to and from worldwide commitments in support of fleet and shore establishments. Most Navy or Marine Corps personnel flying via government air into Washington, D.C., have stepped across NAF Washington's quarterdeck—justifying its status as the "Crossroads of the Navy."

The naval air facility's location alone allows one to see history in the making. On any given day, visitors to the world. Personnel stationed on board NAF may see or even participate in events and operations which are directly involved in world affairs.

The area's climate is varied. Summers are usually warm and humid; extreme temperatures and thunderstorms during the midsummer months are not uncommon. Winter brings frequent rain and light snowfall, with an occasional heavy snowfall. Exception: the "Blizzard of 1996" (26 inches) was completely abnormal for this area. Several waterways in the region make early morning fog a constant problem year round.

Facilities

The unique blend of Navy and Air Force facilities provides station personnel and their families, as well as local retirees, with the best of two worlds.

High-quality medical services are provided by the NAF Branch Medical and Dental clinics for active duty personnel. The 89th Medical Group at Malcolm Grow Medical Center provides health services to active duty and retired military, as well as family members.

The Child Development Program offers military personnel two daycare centers and a home daycare program.

The base library contains more than 35,000 books, magazines and audio- and video-cassette collections, with CD-ROM access to over 500 periodicals. The library also offers fax service, computers, typewriters and video-cassette recorders for public use. For children, there is an extensive juvenile and young adult collection, as well as monthly special activities.

Two Air Force dining facilities are available, and the service's year-round nutrition education program reinforces the connection of nutrition with good health and fitness. In addition, the Andrews commissary provides complete customer service with a variety of produce, meat and groceries. A delicatessen, in-store bakery and specialty candy store ensure that patrons receive quality products at reasonable prices.

Located just across the street from the commissary in a newly built mall is the base exchange complex, including a barber and beauty shop, watch repair shop, and florist and optical shops. The food court offers Chinese, Mexican and Italian cuisine, as well

JO2 Blake Towler

Above, NAF Washington-based VAQ-209 made the first-ever EA-6B *Prowler* trap aboard the Navy's newest aircraft carrier, *John C. Stennis* (CVN 74). Right, a VR-53 C-130T in flight over southern Maryland.

NAF Washington may see a number of high-ranking Department of the Navy officials, U.S. and foreign heads of state and other visiting dignitaries who use the facility as an arrival and departure point when visiting the capital or en route to naval stations around

A Silent Guard

JO2 Blake Towler

As a tribute to past and present Naval Aviators of the Washington area, a WW II-era F-6F *Hellcat* fighter on a pedestal next to the NAF Washington operations building serves as a unique and useful wind direction indicator. The following is an excerpt from the November 1982 issue of *NARTOPIX*, the predecessor to NAF's *Crossroads* magazine:

The NAF Hellcat has an interesting history. It was accepted by the Navy in January 1945 and assigned to Carrier Air Services Unit 12 at Pearl Harbor. The end of WW II precluded this aircraft from seeing combat duty, but during the next 11 years it served with several naval air units.

In 1956, BuNo 77722 was converted to a target drone and redesignated F6F-5K, signifying that it could be flown without a pilot aboard. The *Hellcat* survived a tour as an antiaircraft artillery target at the Naval Ordnance Test Center, China Lake, Calif., and was transferred to Point Mugu in 1960. There it served as an in-flight target for Sidewinder and Sparrow air-to-air and Talos surface-to-air missiles.

Despite its close encounter with shrapnel, BuNo 77722 remained operational until May 1961. During its last flight, the *Hellcat's* ninth life expired as it skidded across the runway while landing and collided with its control truck. After being grounded, the *Hellcat* was restored for display purposes and came to rest at its present location in 1966.

as an ice cream stand and a deli.

A new home improvement store near the commissary houses a furniture store, toyland, and lawn and garden center. The Four Seasons satellite store offers a small selection of sporting goods, lawn care items, and a few toys.

Two shoppettes on either side of the base provide station personnel the added convenience of a small variety of grocery items.

Recreation

Recreation in the Washington, D.C., and surrounding areas is unlimited, with something available for everyone to enjoy. The Maryland National Capital Park and Planning Commission operates the recreational facilities within Prince George's County, including a total of 400 parks in addition to various swimming pools, gymnasiums, community centers, golf courses and ice rinks.

The Prince George's Travel Promotion Council provides tourists and new area residents with publications, travel services and visitor information, as well as a bimonthly newsletter and calendar of events for the capital region. The surrounding counties of Charles, St. Mary's, Montgomery and Calvert do the same.

Of course, the standard places to visit in Washington are the numerous monuments, museums and government buildings.

In addition to the offbase recreational possibilities, Andrews provides personnel many on-base activities as well. The Skills Development Center offers shops for do-it-yourself framing, ceramics and woodworking, and an arts and crafts area. The Auto Skills Center is the ideal place to learn the basics about your car with the help of its professional staff.

Drug Education for Youth (DEFY) team leader DS1 Domingo Diaz instructs DEFY participants in basic knot tying.

Other recreational facilities include the Community Activities Center, a bowling alley and golf course, family campgrounds, and swimming pools at the officers' and enlisted clubs. The Outdoor Recreation Office offers canoeing, white-water rafting, deep-sea fishing, hiking, biking and skiing trips. Archery classes are also available.

At Andrews' Youth Center, children ages 6 through 12 can participate in games, dance, arts and crafts, martial arts, bowling, golf, field trips and movies. The center also has an after-school program and activities geared toward teenagers.

And for those who just want to get away, the Information, Ticket and Tours Office offers daily and overnight excursions to numerous locations on the Eastern Seaboard. The on-base Scheduled Airlines Ticket Office can help plan a great escape.

Life at NAF Washington can be hectic, but the first-class Air Force facilities and the base's proximity to the nation's capital ensure that there is always plenty to do when it's time to unwind. With the constant arrivals and departures of dignitaries, and the unique opportunity to see history in the making, rest assured that duty at the "Crossroads of the Navy" will be a memorable experience. ■

PN2(AW) Williams is the public affairs office supervisor and editor of *Crossroads* at NAF Washington, D.C.

The Wings of Naval Aviation

Courtesy of *Naval Aviation News*

The full color, removable insert on the next two pages is part of a series begun in our Jan–Feb 96 issue, which documents the history and development of the various wings worn over the years by those of us who have enjoyed the pleasure and the privilege of being in Naval Aviation.

These pages are designed to be separated and placed in standard 8 1/2 x 11" or 9 x 12" frames. We hope that you will be proud to display the story of our wings on the walls of your ready rooms, passageways of your hangars or entries to your quarterdecks.

The text of the series was written by Mr. Roy Grossnick, who is head of the Aviation History Branch of the Naval Historical Center, and *NANews* staffers. It will become an appendix to *United States Naval Aviation 1910–1995,* which is an update to our official history; Mr. Grossnick expects it to be available in the summer of 1997. The layout for the series was designed by former *NANews* Art Director Charles C. Cooney.

Future installments will cover Naval Parachutist and other wings currently in use, as well as interesting historical wings, such as Balloon Pilot. We hope you will enjoy the series.

Combat Aircrew

When the Navy finally decided to enter aviation in December 1910, a new era dawned for thousands of officers and enlisted men. By December 1917, pilots were designated as Naval Aviators and wore distinctive wings of gold. Five years later, in September 1922, non-pilot officers, or Naval Aviation Observers, were recognized with their own breast insignia. However, the enlisted men who flew aboard rapidly evolving naval aircraft remained unrecognized. The Naval Appropriations Act of 1916 granted enlisted aircrewmen flight pay and other benefits, but it would take almost 30 years before the Navy created an insignia for these "Sailors in the sky."

Many heroic aircrewmen have flown aboard naval aircraft and were an integral part of Naval Aviation. Marine Gunnery Sergeant Robert G. Robinson earned the Medal of Honor for his actions during a daylight bombing mission against a German-held railroad junction in Belgium on 14 October 1918. Robinson and pilot 2nd Lieutenant Ralph Talbot were recognized for extraordinary heroism in engaging enemy aircraft at great odds. Figuratively, Robinson "earned his wings."

Enlisted personnel continued to gain prominence through the 1920s. On 1 July 1921, several basic aviation ratings were created from which the Navy drew its enlisted aircrewmen: aviation machinist's mate, aviation metalsmith, aviation carpenter's mate, aviation rigger and photographer. Aside from their rating badges, no one could tell that these men belonged to the aviation community.

Aircrewmen continued to take flight aboard biplanes, balloons and dirigibles, losing their lives in some cases. Over 70 Sailors, many enlisted aircrewmen, were killed on 4 April 1933 when the rigid airship *Akron* (ZRS 4) crashed off Barnegat Light, N.J.

During WW II, a new aviation breast insignia was designed in response to numerous requests from the fleet to recognize enlisted aircrewmen. The 19 February 1943 meeting of the Navy Department Uniform Board approved a recommendation from the Chief of the Bureau of Aeronautics (BUAER) for the creation of such an insignia. It was endorsed by the Commander in Chief, U.S. Fleet, and the Chief of Naval Personnel was tasked to issue the appropriate instructions. The aircrew insignia was to be authorized "for flight crews of Navy planes who have been duly designated as members of aircrews. Commissioned and warrant officers who have been designated as Naval Aviators or Naval Observers, and enlisted ratings who have been designated as Naval Aviation Pilots, shall *not* be eligible to receive or wear the aircrew insignia."

In a letter dated 11 February 1943, BUAER Chief Rear Admiral John S. McCain had set forth the provisions of eligibility for wearing the new aircrew breast insignia as "having served, subsequent to 7 December 1941, for a total period of three months as a regularly assigned member of the aircrew of a combatant aircraft." The term "combatant aircraft" was expanded to include all operating aircraft of the fleet or frontier forces, except utility aircraft which were not designed for offensive or defensive purposes. "Regularly assigned member of the aircrew" was to be taken literally and must have been annotated as such on the respective unit's battle station bill. In addition, commanding officers could authorize personnel who had suffered injuries or other physical impairment while engaged in combatant operations to wear the aircrew wings.

The insignia featured a banner across the top on which eligible sailors could affix up to three stars signifying individual combat awards. Aircrews engaging enemy aircraft, singly or in formation; engaging armed enemy combatant vessels with bombs, torpedoes or machine guns; and engaging in bombing or offensive operations against fortified enemy positions were qualified to wear a combat star, with unit commander approval, on their aircrew breast insignia.

Since Naval Aviator wings were adopted in 1917, many wing designs have been proposed, adopted and changed, with only the gold color remaining constant. The design of the silver aircrew wings, however, has remained unchanged since its inception in 1943. Only the size has been altered to match that of other devices in use today. The qualifications, on the other hand, have been revised numerous times to reflect changes in technology and war-fighting strategies.

Aircrew

In November 1957, the Naval Uniform Board recommended that the silver aircrew insignia be abolished and a new breast device resembling the Naval Aviation Observer (NAO) wings be issued for enlisted aircrewmen. On 22 November 1957, Vice Admiral J. L. Holloway Jr., President of the Naval Uniform Board, forwarded the board's recommendation to the Secretary of the Navy: "The board recommends that a distinguishing mark [sleeve patch] for qualified aircrewmen be adopted; a gold breast insignia to be worn by enlisted personnel while actually assigned as a member of a regular aircrew be adopted; the present aircraft gunner distinguishing mark be discontinued; and the present combat aircrewman breast insignia be discontinued."

According to BUPERS Notice 1020 dated 14 March 1958, "The new aircrewman breast insignia will be of gold-colored metal and will be the same as the present aviation observer breast insignia, except that it will be all gold in color and will have the raised letters 'AC' centered in the circle." The notice also made provisions for the creation of a sewn-on patch, similar to the breast insignia, to be worn when an aircrewman was not actually in flight status.

By the time the change was adopted in early 1958, a compromise had been reached. The silver aircrew wings in use at the time became combat aircrew insignia, and the altered gold NAO wings became the standard aircrew device. The combat aircrew wings were no longer issued, but sailors who qualified for them during WW II could continue to wear them.

From 1958 until 1965, Sailors could only wear the new insignia if they were members of an operational aircrew. Bureau of Personnel Notice 1020 of 11 August 1965 changed this requirement so that the wings could be worn on a permanent basis by qualified aircrewmen, regardless of their current billet.

In 1972, Deputy Chief of Naval Personnel Douglas C. Plate considered a recommendation to reinstate authorization to issue and wear combat aircrew wings. He disapproved the request because many high-ranking officials, including the Commander in Chief, U.S. Pacific Fleet, felt that allowing Sailors to wear this device would slight Naval Aircrewmen who were authorized to wear the gold insignia adopted in 1958. Plate wrote, "The Combat Action Ribbon, Bronze Star, etc., are entirely adequate to reflect participation in combat, and authorizing another insignia for aircrewmen who have served in combat is not warranted." It was agreed that such awards would suffice for recognizing Sailors for individual combat performance.

Current ratings eligible to become aircrewmen include aviation boatswain's mate, aerographer's mate, aviation ordnanceman, aviation machinist's mate, aviation electrician's mate, aviation electronics technician, aviation storekeeper, aviation structural mechanic, aviation warfare systems operator, aviation administrationman, photographer's mate and aviation survival equipmentman.

Over the years nonaviation ratings, such as hospital corspmen, cryptologic technicians, radiomen and mess management specialists have been added to the list of Sailors eligible to become Naval Aircrewmen. Under guidelines set forth by the Chief of Naval Operations on 16 May 1967, and with their commanding officer's approval, hospital corpsmen assigned to Fleet Marine Force aviation units are the only Navy personnel currently eligible to earn the silver combat aircrew wings. A Marine who is qualified to wear both the Naval Aircrew and the Combat Aircrew insignia may wear the one of his/her choice.

Navy Loses "Ace of Aces"

By JO2 Blake Towler

The Navy's "Ace of Aces," retired Captain David McCampbell, died on 30 June in West Palm Beach, Fla., at the age of 86. Credited with 34 aerial victories, he was the Navy's top-ranking ace of WW II.

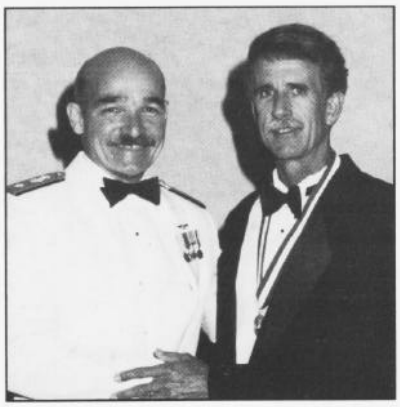
McCampbell was born in 1910 in Bessemer, Ala., and moved to West Palm Beach at an early age. He graduated from the Naval Academy in 1933, but wasn't called to active duty until 1934.

As Commander of Air Group 15 during the Battle of the Philippine Sea, on 19 June 1944 McCampbell led his fighter planes against a force of 80 Japanese carrier-based aircraft bearing down on the fleet. He personally destroyed seven hostile planes in a single engagement during the battle.

On 24 October 1944, in the Battle of Leyte Gulf, he and his wingman intercepted and daringly attacked a formation of 60 enemy land-based aircraft. McCampbell's nine victories in that engagement remain unequaled in the history of aerial combat. His wartime successes earned him the Congressional Medal of Honor.

Counterclockwise from top: Iain Wyllie's painting of Cdr. David McCampbell during a dogfight; VAdm. Marc Mitscher congratulates Cdr. McCampbell on his impressive aerial victories; RAdm. Dennis V. McGinn (left) poses with David McCampbell, son of the WW II Navy ace, at the the National Aviation Hall of Fame. Opposite, McCampbell stands by his F6F *Hellcat* aboard *Essex* (CV 9) in WW II.

After the war, McCampbell progressed through a succession of challenging commands, including commanding officer of *Bon Homme Richard* (CVA 31) and as a staff member in the office of the Joint Chiefs of Staff. He retired from active duty in 1964 after 31 years of naval service at a ceremony at the North American Air Defense Command, Colorado Springs, Colo., which was his last duty station.



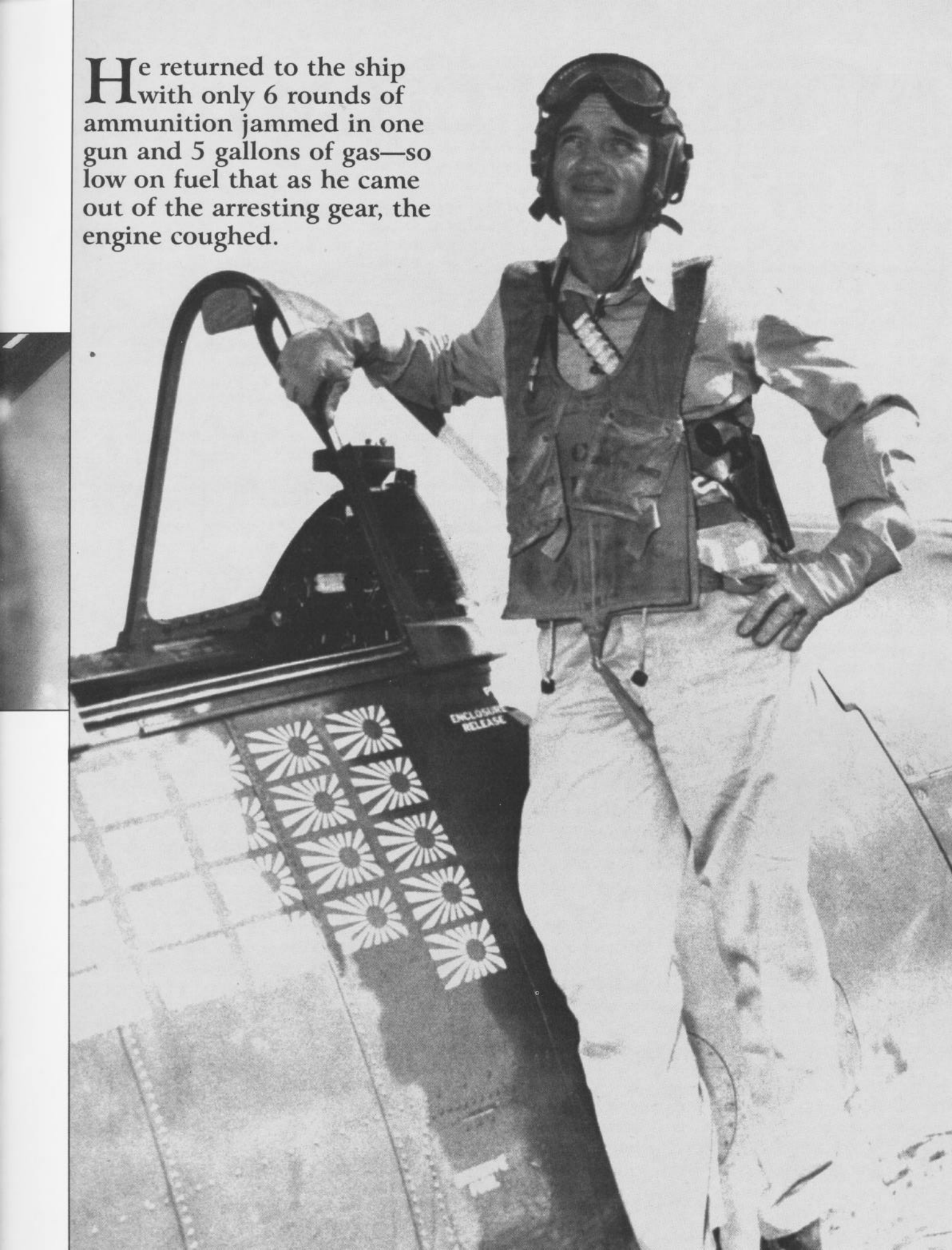
Capt. McCampbell was a member of the Medal of Honor Society, Legion of Valor, Naval Aviation Museum Foundation, Combat Pilots Association, the Naval Academy Alumni Association and the American Legion (Aviator's Post 350). He was posthumously enshrined on 20 July in the National Aviation Hall of Fame in Dayton, Ohio.

He is survived by a daughter and two sons. ■

For more information about this Navy ace, read *McCambell's Heroes* by Edwin P. Hoyt, Avon (1983); *Hellcat: The F6F in World War II* by Barrett Tillman, USNI (1979); and *American Fighter Aces Album*, American Fighter Aces Assoc., Mesa, AZ.

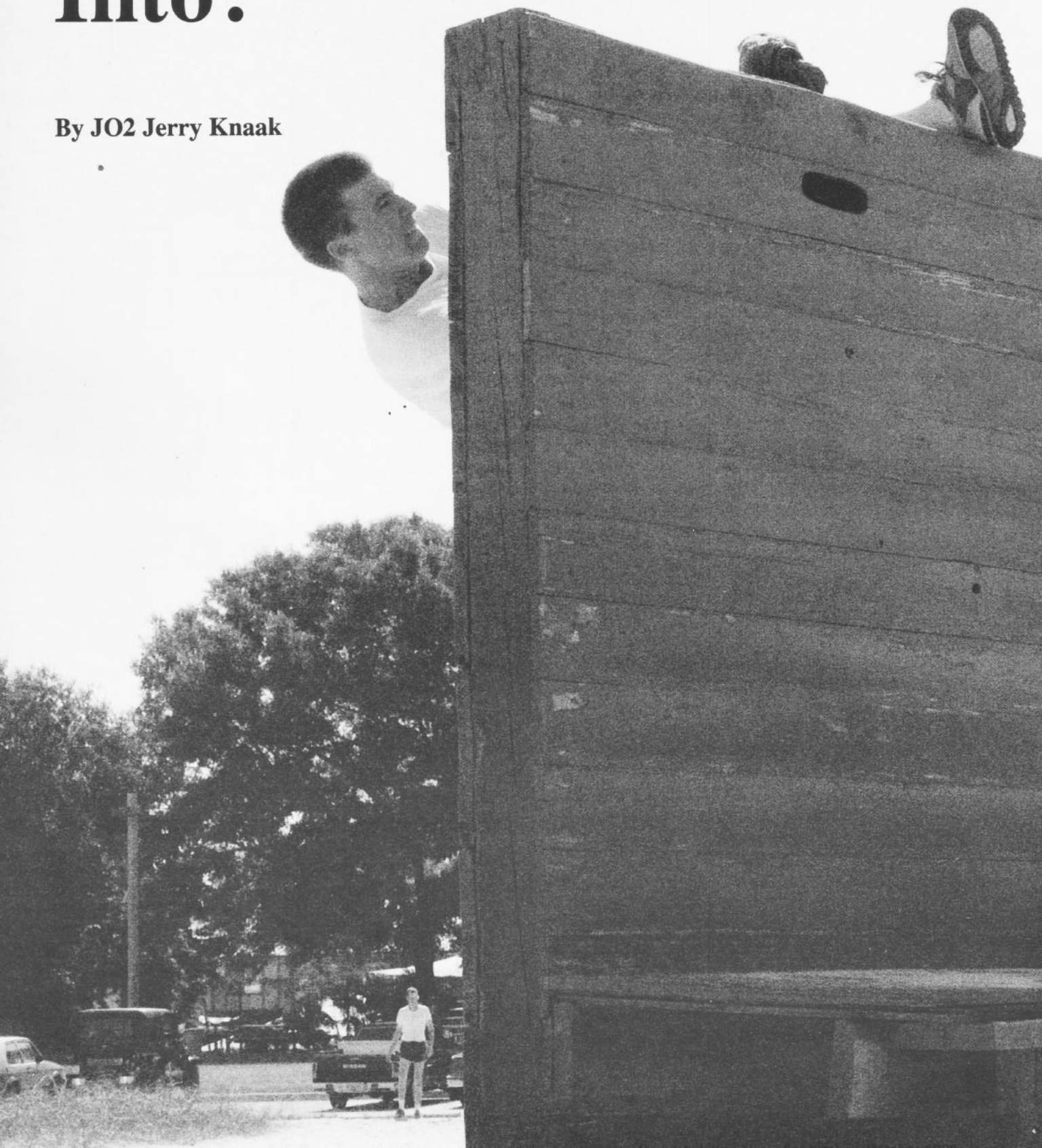
Special thanks to Peter Mersky, Tony Holmes and Mark Styling for their help in obtaining permission to reprint Ian Wyllie's artwork.

He returned to the ship with only 6 rounds of ammunition jammed in one gun and 5 gallons of gas—so low on fuel that as he came out of the arresting gear, the engine coughed.



What Did I Get Myself Into?

By JO2 Jerry Knaak



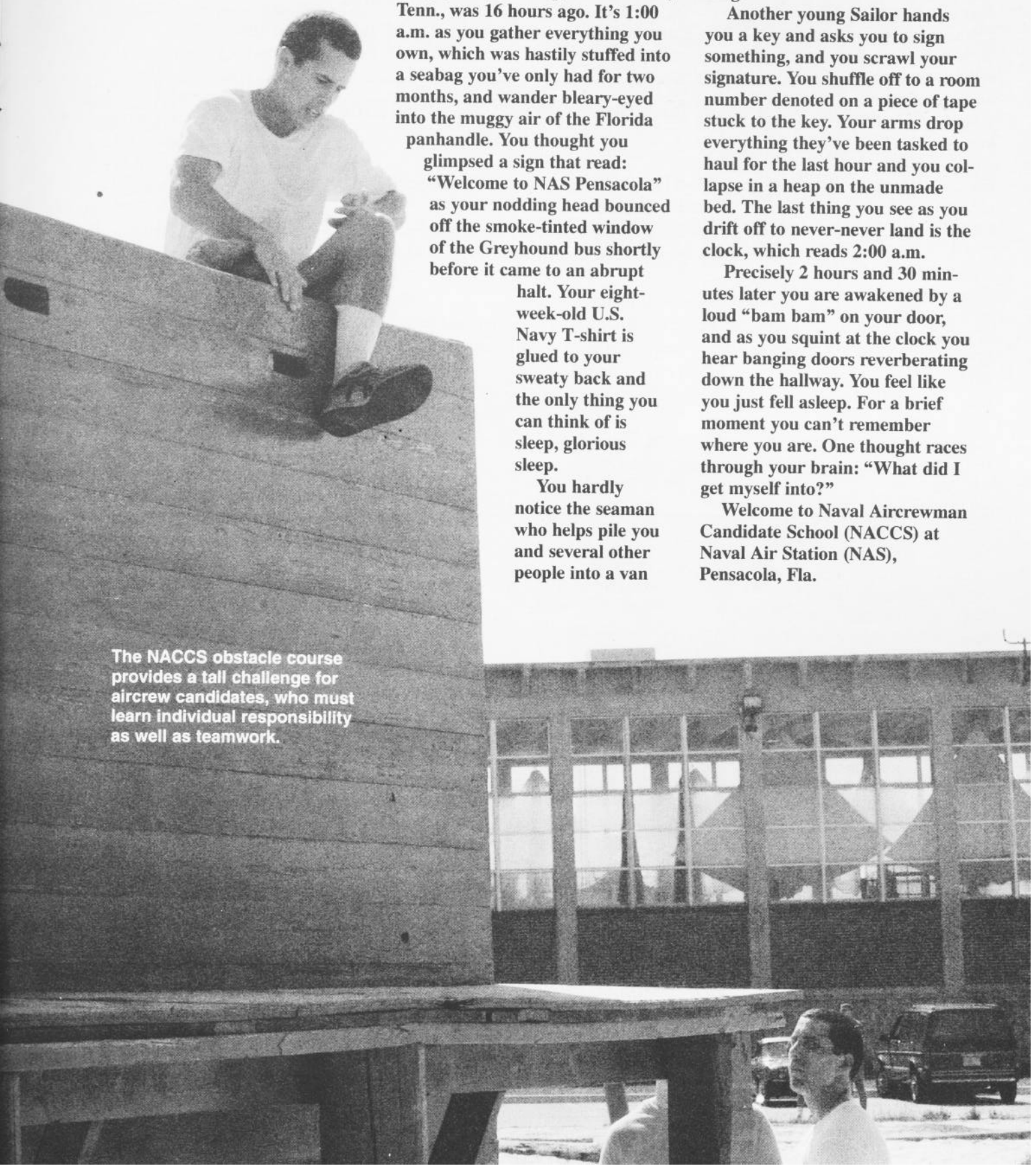
The bus you're riding on finally arrives at its destination after 30 hours on the road. You're tired and hungry. The last stop, in Knoxville, Tenn., was 16 hours ago. It's 1:00 a.m. as you gather everything you own, which was hastily stuffed into a seabag you've only had for two months, and wander bleary-eyed into the muggy air of the Florida panhandle. You thought you glimpsed a sign that read: "Welcome to NAS Pensacola" as your nodding head bounced off the smoke-tinted window of the Greyhound bus shortly before it came to an abrupt halt. Your eight-week-old U.S. Navy T-shirt is glued to your sweaty back and the only thing you can think of is sleep, glorious sleep.

You hardly notice the seaman who helps pile you and several other people into a van with "U.S. Navy" stenciled on the side. After a brief ride to central billeting, your weary limbs are laden with government-issue bedding.

Another young Sailor hands you a key and asks you to sign something, and you scrawl your signature. You shuffle off to a room number denoted on a piece of tape stuck to the key. Your arms drop everything they've been tasked to haul for the last hour and you collapse in a heap on the unmade bed. The last thing you see as you drift off to never-never land is the clock, which reads 2:00 a.m.

Precisely 2 hours and 30 minutes later you are awakened by a loud "bam bam" on your door, and as you squint at the clock you hear banging doors reverberating down the hallway. You feel like you just fell asleep. For a brief moment you can't remember where you are. One thought races through your brain: "What did I get myself into?"

Welcome to Naval Aircrewman Candidate School (NACCS) at Naval Air Station (NAS), Pensacola, Fla.



The NACCS obstacle course provides a tall challenge for aircrew candidates, who must learn individual responsibility as well as teamwork.

Sure, you survived eight weeks at Recruit Training Center, Great Lakes, Ill. How hard could this be? Surprise! Boot camp was Club Med compared to what the next five weeks will bring: running, swimming, classroom instruction, more running and more swimming. Before long, your head will be spinning like the main rotor on an SH-60F *Seahawk* helicopter.

It wasn't always like this. In the continuum of naval history, NACCS has only existed for a short time. Prior to 1978 there wasn't any standardized training for Naval Aircrewmen (NAC). In his book *Sailors in the Sky*, former aviation electronics technician Jack Sauter describes what becoming an NAC was like during the Korean War. Sauter went from "A school" to a fleet readiness squadron (FRS) to a tactical squadron flying the AD-4W *Skyraider*. Along with aircraft and systems familiarization training, Sauter and his contemporaries learned the crucial survival skills associated with being an NAC by flying missions and observing experienced aircrewmen. They hoped and prayed that their aircraft never fell out of the sky.

Today, NACs are highly trained professionals who have the best possible chance of survival at sea or on land in the event of an aircraft accident or combat casualty. They are also capable of applying those survival skills when assisting those in need, be it a fellow shipmate or a civilian. NACCS gives these elite Sailors a distinct advantage over their predecessors.

Commander W. Robert Walker, Jr., is Director, Aviation Enlisted Aircrew Training School, which encompasses NACCS and the Rescue Swimmer School. He commented that the Navy felt the need to standardize aircrew training in the mid- to late 1970s. "It was noted that standardization among the different aircraft communities could greatly improve the quality of aircrew training. We also recognized the need for formal aircrew coordination training," Cdr. Walker said.

The training program developed and instituted aboard NAS Pensacola is nothing short of challenging. "We begin with a demanding physical regimen that is focused on not only physical fitness but also on team building," Walker explained. "We also provide formal training in aviation physiology, water survival, deep-water survival techniques, land survival, first aid, CPR [cardiopulmonary resuscitation] and military training."

After enlisting in the Navy, everyone is required to be able to swim in some way, shape or form, and it follows that swimming is an integral part of training at NACCS. A candidate must be certified as a Second Class Swimmer or above prior to attending the school. Still, it is the aquatic portion of the training that seems to give students the most trouble. "We give them swim tests to ensure that they have mastered the various strokes. We sometimes have to send the students to remedial swim training in order for them to pass the test," Walker said. Students placed in remedial training are removed from regular classes and given extra time in the pool. Nevertheless, five to seven percent of the students who don't graduate from NACCS fail because they can't meet the swim requirements.

In addition to a rigorous physical fitness and swimming program and

NACCS Minimum Physical Qualifications

Swim Test:

Enter water, feet first, from a platform at least 5 feet above the water.
Remain afloat for 10 minutes.
Swim 100 yards (non-stop, without touching sides of pool)—backstroke, 25; breaststroke, 25; sidestroke, 25; and freestyle, 25.

Physical Fitness Requirements:

Entrance: Achieve "Satisfactory" on Physical Readiness Test.
Graduation: Complete timed obstacle course.
Complete timed 1.5-mile cross-country course.
Receive "Good" on Physical Readiness Test.

Guidelines: See OPNAVINST 6110.1 series, *Catalog of Navy Training Courses, Military Personnel Manual* and *Enlisted Transfer Manual.*

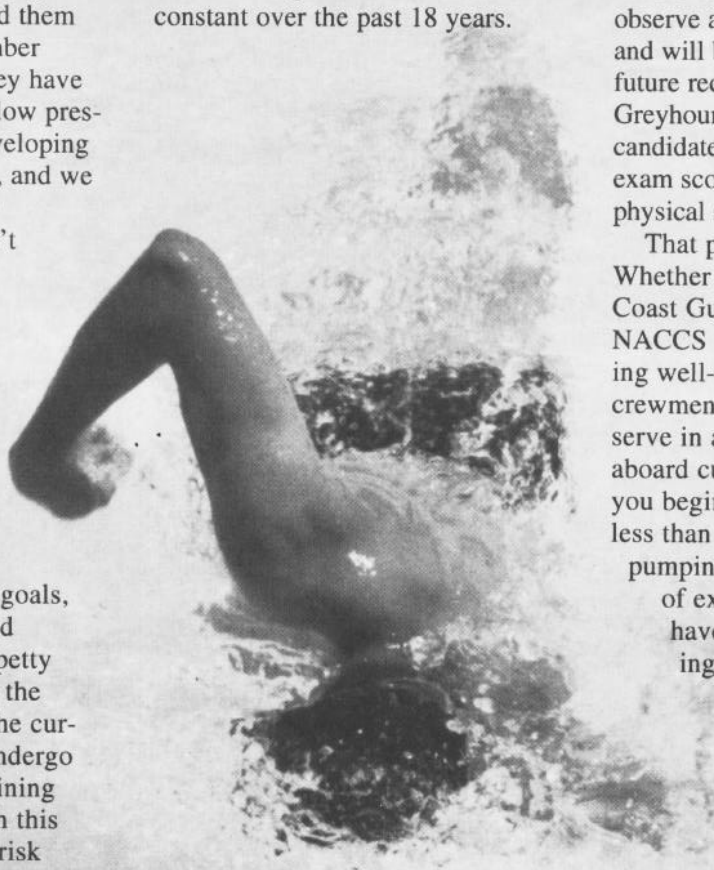
> "We begin with a demanding physical regimen that is focused on not only physical fitness but also on team building."
>
> Commander W. Robert Walker, Jr.
> Director, Aviation Enlisted
> Aircrew Training School

A candidate must be certified as a Second Class Swimmer or above prior to attending the school.

classroom instruction, students are subjected to rather unusual training apparatus by the Naval Aerospace Medical Institute. "We send them through low-pressure chamber operations to make sure they have the tolerance to withstand low pressure at altitude without developing the bends or disorientation, and we put them through the 'helo dunker' to ensure they don't panic when turned upside down underwater and can egress a sinking aircraft safely," Walker said. "We also instruct them on how to operate the basic survival gear they'll be flying with in the fleet."

In order to accomplish the school's training goals, highly trained and qualified instructors—second class petty officers and above—guide the NAC candidates through the curriculum. The instructors undergo an intense three-month training program to qualify to teach this "high-risk" course. "High risk means there is a danger of injury or even death in the training process," Cdr. Walker explained. "Excellent, quality people come to work here." Two instructors per class of about 40 students strive to ensure that the entire class graduates from NACCS; however, despite their diligent efforts, not all candidates become Naval Aircrewmen. "In some cases people are not physically and mentally prepared to meet the demands of the school, but if a person maintains motivation, he or she will make it through. [Lack of] motivation, more than anything else, is the thing that does most students in," Cdr. Walker emphasized.

The establishment of the school in 1978 provided standardized aircrew training which has remained constant over the past 18 years.



Historically, the type of person who has been attracted to the enlisted flying side of Naval Aviation has remained constant, as well. "It has always been the person who had the desire to fly and had the motivation to stick it out through a fairly demanding and rigorous course, even when it wasn't in a formalized school," Walker said. "What has changed is the product that is molded by society and sent into the Navy today."

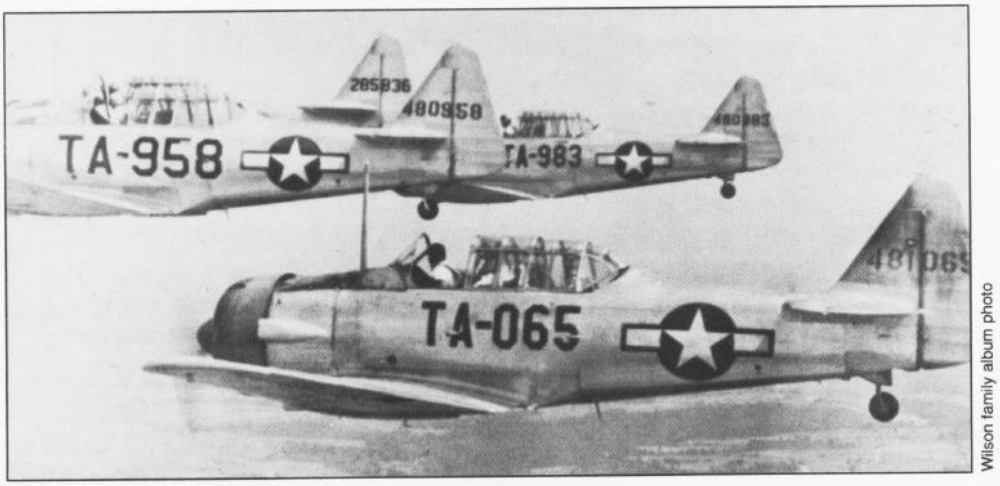
NACCS is currently working with the Navy Recruiting Orientation Unit (NROU) in Pensacola to help new recruiters spot qualified candidates for NACCS. Recruiters attending NROU nearby will soon be able to observe aircrew students in action and will be better able to screen future recruits before they board that Greyhound bound for NACCS. A candidate must have high entrance exam scores and meet rigorous physical standards.

That person could be *you!* Whether you are in the Navy, Coast Guard or Marine Corps, NACCS is responsible for providing well-prepared, qualified aircrewmen who must be able to serve in a variety of capacities aboard cutting-edge aircraft. So, as you begin your first day running on less than three hours of sleep and pumping out pushups to the point of exhaustion, realize that you have embarked on a challenging, yet rewarding, journey. When you graduate you can be proud of the fact that you have accomplished something truly significant. But, know this. In the grand scheme of things, NACCS is just your first step on the way to earning the coveted Wings of Gold. The best is yet to come. ■

To learn the path from boot camp to NACCS, see "So, You Want to be a Naval Aircrewman?" in the Jul–Aug 96 issue. Photo by PH2 Salvatore Brancifort.

An Aviation Pioneer's Family Tradition

By Frank Geary



Wilson family album photo

Wilson family album photo

Above, Tuskegee Squadron flight instructor Technical Sergeant Robert D. Wilson, flying AT-6 *Texan* trainer No. TA-065, with students during a tight formation flying exercise. Right, Wilson sits at a Link Trainer console as the noncommissioned officer in charge of the Tuskegee Squadron Operations Office.

In the early years of the Great Depression, teenager Robert D. Wilson of Alton, Ill., pedaled his bicycle 70 miles to Scott Field, Mo., just to watch airplanes take off and land at the busy airdrome. So frequent were his sojourns that he was known around town as "Bicycle Bobby."

Today, at 81, Robert D. Wilson, Sr., the Wilson family patriarch, still frequents airfields, air shows and aviation museums along the West Coast from his home at Rancho Cordova, near Sacramento, Calif.

Describing himself as a "man born to fly," Wilson became an adept aviator by working at airports in return for free flying lessons. Looking for security and a future in aviation, Wilson joined the Army Air Corps in April 1941. In August he graduated from the Link Trainer Instructor's Course at Chanute Army Air Forces (AAF) Technical School, before joining the 99th Pursuit Squadron at the Chanute base in Illinois—one month before Pearl Harbor.

Wilson subsequently became one of the few enlisted pilots selected by the AAF to provide basic and advanced flight training to African-American college graduates chosen as the nucleus of the newly created Tuskegee Squadron, based at Tuskegee Army Air Field in Alabama.

"I trained more than 200 of those young black students to fly during the war years," said Wilson, who retired from the Air Force as a senior master sergeant in 1971 after 30 years of service. His comments came in an interview at Naval Air Station, Cecil Field, Jacksonville, Fla., where his son, Commander Robert D. Wilson, Jr., is a Naval Flight Officer and the executive officer of Fleet Air Reconnaissance Squadron (VQ) 6. He will become the squadron's commanding officer in the summer of 1997.

"I am so very proud of Robert and what he has accomplished so far in his naval career," said the elder Wilson. "He grew up in an aviation environment when I served at various bases in Illinois, Texas, Alabama and Ohio. He and I toured air shows together. He'd build model airplanes that I'd bring home for him, and he always had his nose buried in books about flying and aircraft mechanics. I don't remember an occasion when we weren't discussing airplanes. He wanted to be an aviator since his childhood," the Tuskegee veteran recalled.

Seated beside his father in the cockpit of an S-3 *Viking* flight simulator at Cecil Field, Cdr. Wilson observed: "It's the first time we've ever shared a cockpit together. This is an absolutely fantastic experience. I've followed in this man's footsteps since I was a youth. Like him, I wanted to fly. But I had a vision problem that kept me from becoming a pilot. I was initially disheartened, but as things turned out, I won my Naval Flight Officer wings and I fly in the right front seat of the ES-3A *Shadow* as an electronic warfare combat coordinator.

"When I had the choice of which service to join, my dad advised me to go Navy. He remembered when I was a boy and I'd tell him I wanted to go to sea as well as fly airplanes. Now I do both. The Navy made me many promises, and they've kept every one of them. I am a very fortunate man," said the commander.

Emerging from the simulator, the elder Wilson said he discovered a

Frank Geary

"Just a little more aircraft than I was used to flying," is what AAF veteran aviator Robert Wilson, Sr., tells his son, Cdr. Robert, Jr., about an ES-3A *Shadow* when the two walked the flight line at NAS Cecil Field, Fla., where the younger Wilson is XO of VQ-6.

world of difference between the panel of the AT-6 *Texan* trainers he flew and the panel of an S-3 cockpit as the simulator tested his abilities at the controls during takeoffs and landings on the deck of an aircraft carrier at various degrees of difficulty. How was his performance? "I'm a bit rusty," he admitted with a broad smile and his arm around his son's shoulder.

Later, as the commander escorted his father on a tour of the ES-3A flight line, his father paused, then reflected: "Years ago when Robert was a toddler, my wife, Alma, would lead him out back of our home and watch until I flew into the base. As I passed over I'd rock my wings, letting her know I'd soon be home. She'd raise Robert's arm to wave at me.

"A few years ago when Alma and I visited Robert and his wife, Sheila, on Guam, I was in the back yard when this jet approached low for a landing. It brought a tear to my eyes. It was Robert's plane with its wings rocking."

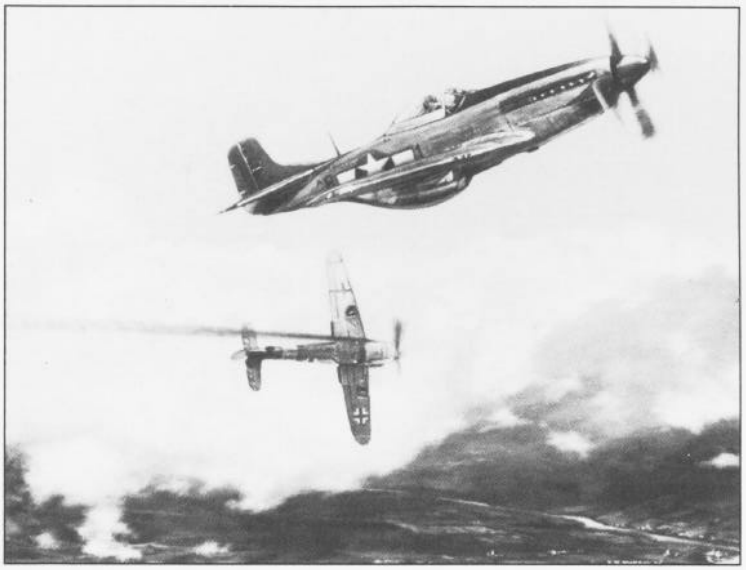
Robert and Sheila Wilson have a six-year-old son, Robert D. Wilson III, who, as you might guess, wants to be a flyer.

"I'm raising him much the same as my dad raised me," said Cdr. Wilson. "He and I go to air shows together and he's into model plane building, and wouldn't miss an episode of 'Wings' on the Discovery Channel. When asked what he wants to do when he grows up, he's already telling inquisitors, 'I'm gonna fly airplanes in the Navy.'" ■

Frank Geary is Features Editor of Jax Air News, NAS Jacksonville, Fla.

The Tuskegee Airmen

Robert D. Wilson, Sr., is often requested to speak about his experiences with the Tuskegee Squadron before assemblies at schools and universities throughout northern California. "While there were racially motivated obstacles in the creation of the squadron, these impediments were overcome in time," he said. "When I was sent to Tuskegee, I was assigned to Operations under the first white man I had ever worked for, Colonel Noel Parrish. He gave me a lot of responsibility. He solved many of the problems we encountered by going directly to the War Department in Washington, personally. He made things work under some very difficult circumstances."



The Naval Historical Center's DM1 Erick Murray rendered this painting of a P-51D *Mustang* of the famed Tuskeegee Airmen downing a Nazi Messerschmitt Me-109 over enemy territory.

Led by Army Air Forces Lieutenant Colonel Benjamin O. Davis, Jr., a 1936 West Point graduate who retired as a general, the Tuskegee flyers never lost a single bomber they escorted on missions over Nazi-occupied Europe. The group destroyed 103 enemy aircraft during 1,578 combat missions. In addition to more than 100 Distinguished Flying Crosses, the squadron also earned 3 Distinguished Unit Citations.

The labors of men like Wilson and the squadron's achievements during WW II bore fruit less than three years after the end of the conflict with the racial desegregation of the U.S. military in 1948.

The Shadow Knows

By Lt. Paul D. Micou

And the winner of the 1995 Arleigh Burke Fleet Trophy for the Pacific Fleet is . . . VQ-5!

VQ-who?

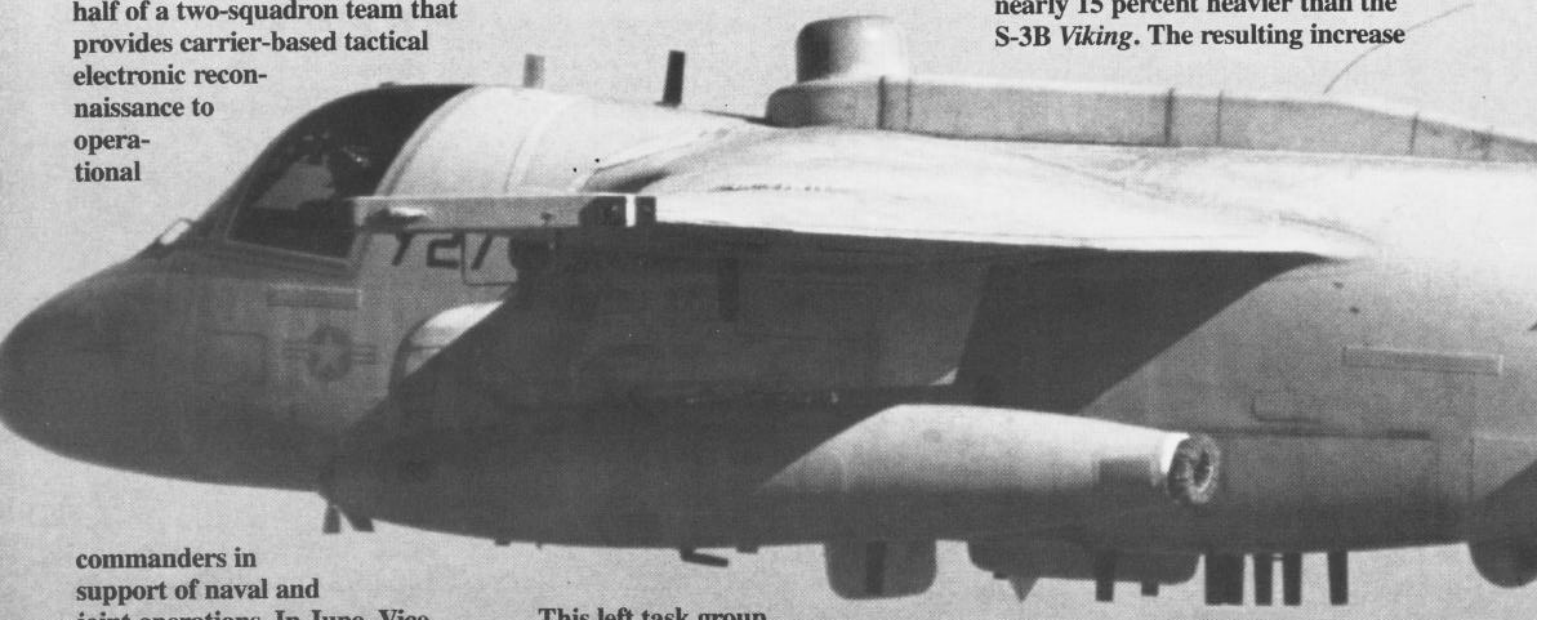
In existence for only five years, the *Sea Shadows* of Fleet Air Reconnaissance Squadron (VQ) 5 recently captured one of the most prestigious trophies the Navy awards. The NAS North Island, Calif.-based squadron is the West Coast half of a two-squadron team that provides carrier-based tactical electronic reconnaissance to operational commanders in support of naval and joint operations. In June, Vice Admiral Brent M. Bennitt, Commander Naval Air Force, U.S. Pacific Fleet, awarded the coveted Burke Trophy to the squadron in recognition of the most improved battle efficiency shown among all units in the Pacific Fleet during 1995 (see photo p. 43).

Appropriately, the *Sea Shadows* fly the ES-3A *Shadow*.

While this modified *Viking* shares an airframe with its sea control squadron counterparts, virtually all of the *Shadow's* weapons systems share a kinship with its big brother, the land-based EP-3E *Aries II*. The Navy purchased only 16 of these technically advanced and distinctive-looking *Shadows*. The first ES-3A was delivered to VQ-5 in May 1992. By June 1994, all 16 aircraft were divided evenly between VQ-6 at NAS Cecil Field, Fla., and VQ-5, then stationed at NAS Agana, Guam.

The *Shadow* is the long-awaited replacement for the EA-3B *Skywarrior*, or "Whale." The beloved "Whale" last saw the deck of a carrier in the spring of 1988. This left task group commanders without an organic electronic support asset until the *Shadows* arrived on board *Independence* (CV 62) in November 1992. The ES-3A features several advancements in technology to better carry out the electronic reconnaissance mission.

This advanced platform was created by stuffing the "tube" and what used to be the bomb bay with state-of-the-art electronic equipment. Notable additions include more than 60 associated antennas, which bristle from wingtip to wingtip and nose to tail—supporting missions such as indications and warnings; command, control, communications, computers and intelligence; and over-the-horizon targeting. The ES-3A systems include electronic support, special mission, and surveillance sensors. Lieutenant Commander Mike Pease, officer in charge of Detachment Bravo, said, "The E-2C [*Hawkeye*] is the eyes of the fleet, and the ES-3A is its ears." The additional gear carried by the *Shadow* increases its basic weight to over 34,000 pounds, making it nearly 15 percent heavier than the S-3B *Viking*. The resulting increase in weight along with increased drag costs several hundred feet per minute in single-engine climb rate.

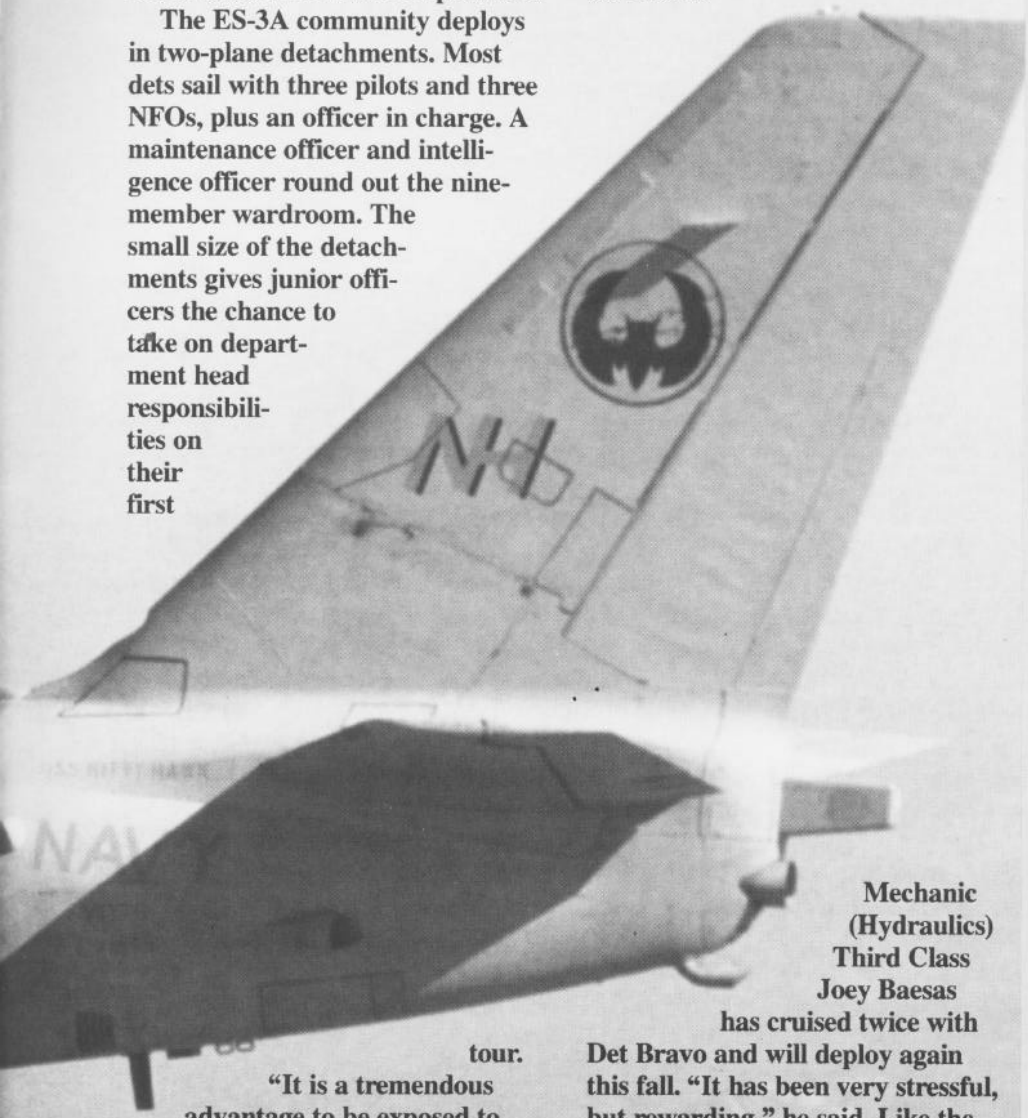


The ES-3A retains the S-3B's General Electric F34 turbofan engines and hydraulic and flight control systems—though in the *Shadow*, the flight controls and many of the flight instruments have been removed from the right seat. Improved environmental control systems were added to help cool the new avionics bays.

The *Shadow* carries a crew of four. The pilot functions as aircraft and sometimes mission commander. The Naval Flight Officer

(NFO) in the right seat serves as the electronic warfare combat coordinator and is usually the mission commander. Two aircrewmen act as electronic warfare operators.

The ES-3A community deploys in two-plane detachments. Most dets sail with three pilots and three NFOs, plus an officer in charge. A maintenance officer and intelligence officer round out the nine-member wardroom. The small size of the detachments gives junior officers the chance to take on department head responsibilities on their first tour.



"It is a tremendous advantage to be exposed to carrier operations at a higher responsibility level than is afforded nuggets in a full-sized squadron," Det Bravo pilot Lieutenant Mike McCassey said. The remainder of the detachment is made up of about 50 enlisted personnel, including the aircrew who fly in addition to their regular maintenance duties.

VQ-5 has a detachment permanently based in Misawa, Japan, supporting *Independence* and Carrier Air Wing (CVW) 5. The remaining three detachments are based at NAS North Island and support the other four West Coast air wings. The demand for *Shadow* detachments makes for a very brisk operational tempo and a short turnaround between deployments. Many Sailors are getting three cruises in one tour. Aviation Structural Mechanic (Hydraulics) Third Class Joey Baesas has cruised twice with Det Bravo and will deploy again this fall. "It has been very stressful, but rewarding," he said. Like the officers, junior Sailors also enjoy greater responsibility.

Aircraft availability is another challenge facing VQ-5. With two aircraft always forward deployed, two on normal deployment and at least one in standard depot-level maintenance, only three ES-3As are available at North Island at any given time. These three aircraft support the three remaining air wings' work-up schedules. "There is no standdown period for the aircraft," Chief Aviation Survival Equipmentman (Air Warfare) Dan Marshall said. Marshall, a maintenance control chief assigned to VQ-5's shore component, added, "It seems like we're constantly in work-up, because we're always preparing another detachment to go to sea."

VQ-5 also had the obstacle of a 7,000-mile home port change to overcome in the fall of 1994. The squadron successfully accomplished the incredibly complex logistical tasks of relocating from Guam to North Island, and establishing a permanently forward-deployed detachment in Japan, without missing a single operational commitment.

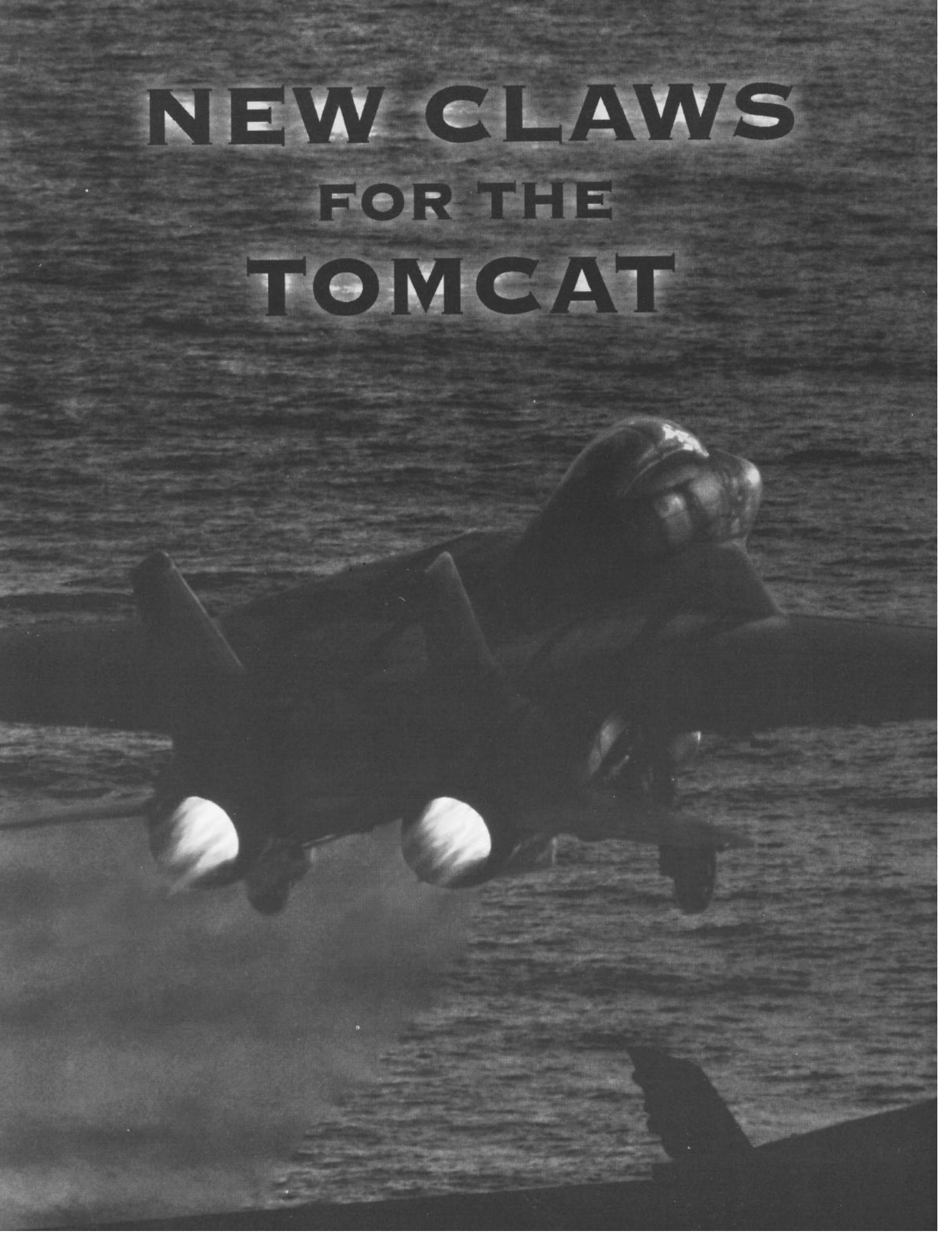
All of these challenges gave VQ-5 the chance to excel, as proven by the awards the squadron has earned in its short life, including a 1993 Battle "E," Meritorious Unit Commendations for FYs 94 and 95 and the 1995 Arleigh Burke Fleet Trophy. With limited resources, VQ-5 was able to safely fly over 4,500 hours in CY 95. This was not only a 79-percent increase overall, but more importantly showed a 68-percent increase in embarked flight hours. The squadron has now flown a total of more than 13,400 mishap-free hours. Commander Mack Insch, VQ-5's skipper, summed it up: "We are a unique asset that is in constant demand, but nothing we do is of such operational urgency that it makes safety take a back seat."

Currently, VQ-5 detachments are spread all around the Western Hemisphere. Det Bravo is preparing for a western Pacific deployment with *Kitty Hawk* (CV 63) and CVW-11. Det Charlie is at NAS Fallon, Nev., with CVW-2 in early work-ups for its cruise aboard *Constellation* (CV 64) in the spring of 1997. Det Delta is cruising with *Carl Vinson* (CVN 70) and CVW-14. And, as always, Det 5 is forward deployed at Naval Air Facility, Misawa, Japan, supporting CVW-5 and *Independence*.

The *Shadow* is always out there, and the *Shadow* knows. ■

Lt. Micou, an ES-3A pilot, is VQ-5's public affairs officer and currently assigned to Det Charlie.

NEW CLAWS FOR THE TOMCAT



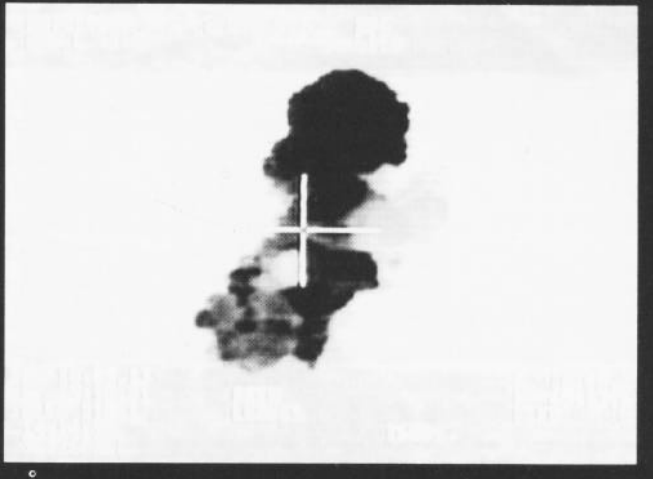
By Dave Parsons

Climbing away from the carrier deck into the twilight, the *Tomcat* pilot and radar intercept officer (RIO) were concentrating on their mission—dropping precision-guided munitions on several targets and egressing before the enemy knew what hit them.

The targeting pod hanging from the right wing had revolutionized the *Tomcat's* capabilities, allowing the fighter to take on strike missions, both day and night. After a textbook run, the crew headed for home, confident that the subsequent bomb damage assessments would show that each hit was a bull's-eye. How this awesome capability came to be never crossed their minds.

The plans to provide the *Tomcat* with an all-weather strike capability in order to adequately replace the A-6 *Intruder* fell victim to the budgetary axe in 1994. Only enough funds remained to integrate the Joint Direct Attack Munition (JDAM), but not the Forward Looking Infrared (FLIR) sensor needed to direct laser-guided bombs and provide an extension of the aircrew's eyes, both day and night. For FLIR to find its way into the *Tomcat's* arsenal, it needed to fit within the funds allocated for JDAM integration.

The cost of creating a FLIR system for the *Tomcat*, with its associated software development and testing, was the main stumbling block in the quest to find an affordable upgrade. Using existing systems—such as the Martin Marietta LANTIRN (Low-Altitude Navigation and Targeting Infrared for Night) pod used on the Air Force's F-15E and F-16C, or the Loral NITE HAWK used on the F/A-18C/D—was considered, but the integration cost was again prohibitive.



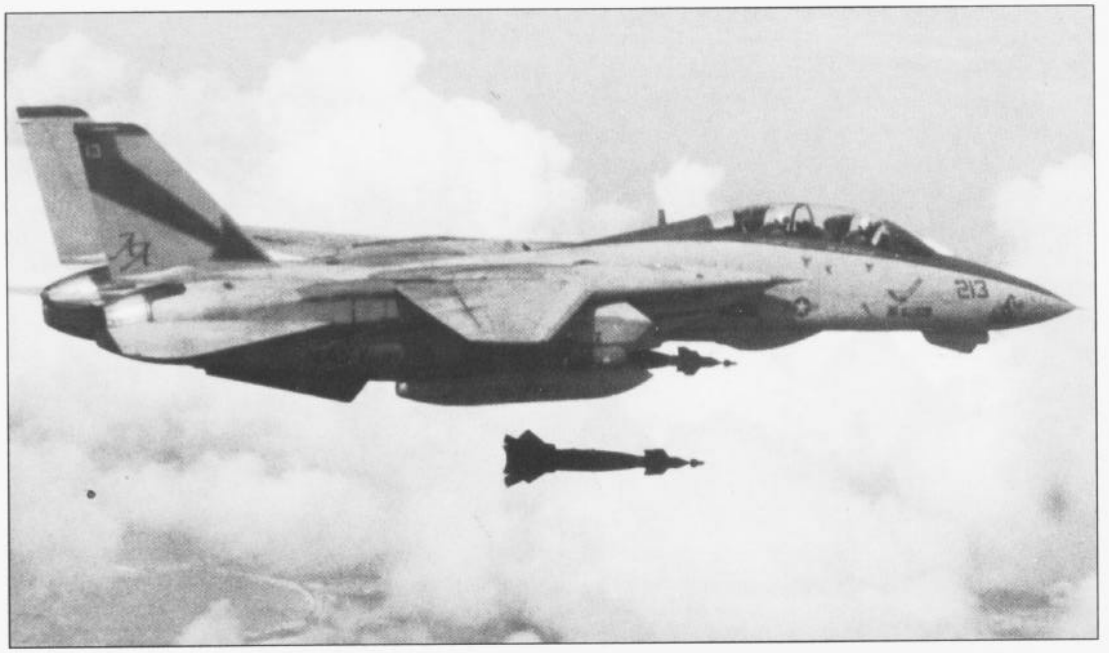
LANTIRN FLIR imagery as it appears before (above) and after (below) a simulated attack on an enemy tank.

Photo by PH2 Tracy Didas

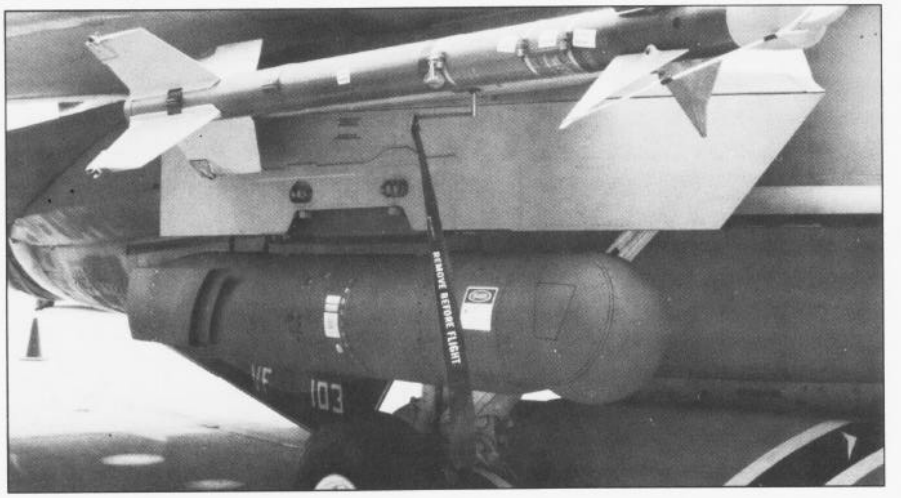
The first glimmer of hope came when Lockheed Martin, Orlando, Fla. (then Martin Marietta), and partner Fairchild Defense, came up with a series of design drawings for a hand control interface. The design incorporated off-the-shelf hardware and innovative software that would enable a single LANTIRN pod to "listen" to the F-14's digital data system to obtain inertial navigation system (INS) reference cues and RIO-initiated waypoint selections. Best of all, the system could be installed without modifying the plane's existing software, which would save both money and time.

When the Lockheed Martin team presented their proposal to government engineers in late 1994, they hit two roadblocks. First, the engineers were skeptical and wanted traditional developmental testing to ensure a stable and effective integration and, second, funding for the F-14 upgrade program was questionable. Vice Admiral Richard Allen, Commander Naval Air Force, U.S. Atlantic Fleet, challenged Martin to demonstrate the system on a fleet aircraft in order to dispel any skepticism and to demonstrate the value of the affordable upgrade.

The Lockheed Martin team joined forces with the fleet to make the demonstration happen. While the engineers set out to turn



Left, VF-103 executes the first live self-designated laser-guided bomb drop from an F-14 over Vieques Weapons Range, P.R. Below, a *Jolly Roger Tomcat* sports a LANTIRN pod.



the drawings into reality, Captain Dale Snodgrass, Commander Fighter Wing, Atlantic, assembled a parallel effort to resolve operational design issues and to plan a flight demonstration. Fighter Squadron (VF) 103 was chosen to provide the host aircraft, an F-14B multimission capability (MCAP)-configured jet. The industry and fleet team worked up an aggressive schedule to be in the air by March 1995.

By February 1995 an Air Force-loaned LANTIRN pod was mated to the prototype hand control assembly at the Fairchild Defense facility in Germantown, Md. Soon after, the entire pod and hand control assembly were shipped to Oceana, Va., for installation in the aircraft. The aircraft was also modified to host a global positioning system (GPS) antenna, which was a side benefit of having a Litton inertial measurement unit (IMU) that had GPS capability imbedded. The off-the-shelf IMU was incorporated into the LANTIRN pod to eliminate the need for boresighting the pod to the aircraft. The internal IMU provided extremely sharp display imagery that was virtually impervious to aircraft motion. GPS had another significant benefit: it gave the pod the ability to find targets without a radar or aircraft INS handoff.

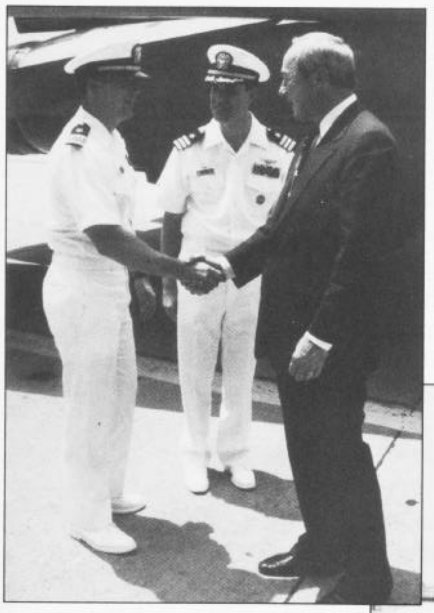
This was the first sign that the hybrid integration actually had features better than other FLIR installations, including the LANTIRN on the F-16 and F-15E. It became obvious that LANTIRN imagery displayed on the F-14's MCAP Programmable Tactical Information Display was superior to its competition due to its large-screen display. It was looking as if the LANTIRN integration wasn't a compromise in any way, but rather an optimal configuration that would allow the *Tomcat* to have a credible and superior strike capability—if it worked. The deadline for first flight approached and the final details of the installation were completed.

As VF-103's XO, Commander Alex Hnarakis, pilot, and Lieutenant Commander Larry Slade, RIO, took off on the first test flight on 21 March 1995, scores of interested individuals waited anxiously for the aircrew's report on how the pod functioned. Before the *Tomcat* cleared the Oceana traffic pattern, the base radio crackled in the VF-103 ready room. In an understated tone, Slade radioed, "Make *the call.*" Everyone in the ready room knew what that meant: the call was made to VAdm. Allen informing him that the pod worked.

After a series of shakedown flights that resolved a power fault problem, it was time for the true test—dropping laser-guided bombs. Four laser-guided training rounds (LGTR) were scheduled to be dropped at nearby Dare County Range. If successful, four inert GBU-16 drops would follow. After that, the demonstration would con-

clude with four live GBU-16s at the Vieques Target Range in Puerto Rico. The first three LGTR drops were flawless, resulting in bull's-eyes. The fourth was a miss, but had been dropped outside of wind limitations for the training round. The four inert GBU-16s all hit bull's-eyes. At Vieques, three live GBU-16s scored bull's-eyes; the fourth missed due to a guidance package failure unattributable to the LANTIRN.

The results were impressive by any measure, and the LANTIRN FLIR was now a viable option. By the end of summer 1995, a contract was negotiated. On 14 June 1996, Secretary of the Navy John Dalton officially accepted the LANTIRN pod in a ceremony at NAS Oceana,



Above, SECNAV John Dalton congratulates flight demonstration RIO LCdr. Larry Slade at the LANTIRN acceptance ceremony on 14 June, while demo pilot VF-103 CO Cdr. Alex Hnarakis looks on. Right, a LANTIRN-equipped VF-103 F-14 *Tomcat* prepares to catapult off *Enterprise* (CVN 65).

Allen Trophy Established

VAdm. Richard Allen received a replica of the F-14 Precision Strike Trophy named in his honor in conjunction with fleet acceptance of the F-14 LANTIRN program.

The F-14 Precision Strike Trophy was established in conjunction with the formal acceptance of the LANTIRN pod for operational Navy use by Secretary John Dalton at a 14 June ceremony aboard NAS Oceana, Va. The annual award was named for Vice Admiral Richard Allen, USN (Ret.), recognizing his career leadership as a strike tactician and proponent. VAdm. Allen was honored the next evening at a gathering of the East Coast-based F-14 *Tomcat* community where annual awards were presented for excellence in squadron and individual performance.

During the ceremony, the *Jolly Rogers* of VF-103 were awarded the first VAdm. Allen Precision Strike Trophy for their role in conducting the F-14 LANTIRN flight demonstration that led to eventual rapid procurement of the pod. The admiral was presented a smaller version of the trophy, inscribed with the background of the award. Instrumental in advocating and authorizing the fleet sponsorship of the F-14 LANTIRN program, VAdm. Allen retired from his post as Commander Naval Air Force, U.S. Atlantic Fleet in March 1996.

hailing the acquisition and integration effort that put the pod into operational status—in less than 10 months—as a model for future procurements. When VF-103 deployed to Bosnia on 28 June, 9 of its 14 *Tomcats* were equipped with the first production pods and hand controllers.

Integration of LANTIRN gives the *Tomcat* a significant new capability to deliver precision-guided ordnance, and enhances its ability to conduct the already tried and true reconnaissance and forward air control (airborne) missions. With its new claws, the *Tomcat* can now truly prove it is capable of fulfilling the strike role inherited from the A-6E *Intruder*. ■

Mr. Parsons, former editor of *Approach* magazine, is a consultant with Whitney, Bradley & Brown in Vienna, Va. *NANews* Associate Editor Wendy Karppi also contributed to this article.

F2G Corsair

By Hal Andrews

Today's F-14 pilots know that using new engines to increase a fighter's thrust by one-third, without changing overall aircraft weight and airframe design, gives them a "new" fighter. So it's no surprise that a similar proposal for its highest performance fighter in mid-WW II, the Vought F4U *Corsair*, got the Navy's attention. As things turned out, the resulting "super" *Corsair* never went to war but did find its niche as a winning air racer in the postwar era.

Along with Brewster, Goodyear had become a coproducer of F4Us as part of the WW II buildup (Goodyear's were designated FG-1s). While Goodyear's experience was in airships, its *Corsair* production and engineering support had proceeded effectively through 1943. At year's end, Vought was developing a *Corsair* with greatly improved high-altitude performance, the F4U-4, using a new two-stage supercharged version of the Pratt and Whitney (P&W) R-2800 2,000-hp engine. Concurrently, P&W was developing the R-4360, a 28-cylinder, 3,000-hp engine. It featured four rows of seven cylinders similar in size to the 18 in the twin-row R-2800.

At the end of 1943, Goodyear engineers proposed R-4360-powered *Corsair* production. The Navy and Marine Corps were using *Corsairs* in the Pacific as land-based fighters. Greatly improved rate of climb and speed up to medium altitudes could be achieved with a land-based *Corsair* having a single-stage R-4360 installed in an FG-1 airframe. The increased weight, and fuel, would be offset by deleting carrier systems, such as the folding wings and tail hook. Two of the six guns would also be deleted—four being standard in new Navy maximum-performance fighters.

In early February 1944, Goodyear and the Bureau of Aeronautics (BUAER) agreed that 418 of a follow-on order for 1,084 1945 production FG-1s would be R-4360-powered F2G-1 *Corsairs*. Seven incomplete FG-1 airframes would be taken from current production and completed as XF2G-1 prototypes. With a letter of intent signed and the F2G's new features mocked up in March, the program was under way. The mockup included a console-type cockpit arrangement like that in Vought's F4U-4, a cut-down turtleback and a bubble canopy along with the new engine installation. First flights were scheduled for mid-May for the initial two XF2G-1s as engine-installation-only prototypes.

Top, XF2G-1; below, F2G-2.

The first XF2G-1 flew on 31 May 1944. By then BUAER had requested that Goodyear expedite initial production so that F2G-1s would be available for squadron training before year-end. The second engine-test XF2G-1 soon joined the first, and two FG-1s were modified with cut-down turtlebacks and bubble canopies for flight evaluation.

By August, it was obvious that numerous engine problems and other development difficulties would cause program delays. Goodyear added a pilot with engineering development and Navy demonstration flight test experience to roundout the team.

The first XF2G-1 went to Flight Test at NAS Patuxent River, Md. (Pax), in September for evaluation. By then, production engine delays forced a cutback, and only 63 production F2G-1s were authorized.

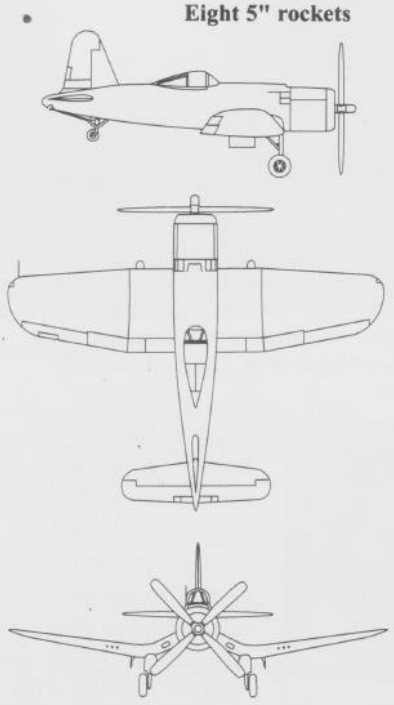
Performance potential was still recognized and the first fully configured XF2G-1 was completed in time to join the new types shown at the mid-October 1944 Joint Fighter Conference at Pax.

Without additional engines, flight test progress slowed for the rest of the year, while production was initiated. The appearance of kamikazes in the Pacific led to a carrier version, designated F2G-2, with full carrier provisions.

The fully configured XF2G-1 went back to Pax in early 1945 for thorough evaluation, resulting in a major program to correct its carrier approach, landing and takeoff directional stability and control characteristics. The resulting modified vertical tail, 12 inches higher with an auxil-

F2G-2

Span . . . . . 41'
Length . . . . . 33'10"
Height . . . . . 13'4"
Engine: P&W R-4360-4 . . 3,000 hp
Weight: Empty . . . . . 11,000 lbs
Gross . . . . . 14,000 lbs
Maximum Speed . . . . . 437 mph
Service Ceiling . . . . . 37,500'
Maximum Range:
Internal fuel . . . . . 1,190 mi
Two 150-gal. drop tanks . . 1,950 mi
Crew . . . . . One
Armament: . . . Six .50 machine guns
Two 1,600-lb. bombs
Eight 5" rockets



iary rudder below the standard one, went on all F2Gs. The F2G-2s also had outboard wing panel fuel tanks and the overall airframe was strengthened for full manuevering at the increased weight.

With the R-4360 finally qualified for production, the remaining XF2G-1s and the F2G-1s were being completed in the spring. In May 1945 the overall contract was cut back to the five nearly completed F2G-1s and five F2G-2s, with full Navy trials to confirm suitability should it become necessary to restart the production line.

Modifications were made on the five F2G-1s and deliveries began in June. The first went to Pax for trials, followed by three more after V-J Day. One remained at Goodyear to complete contract demonstrations, joining the others at Pax almost a year later in June 1946.

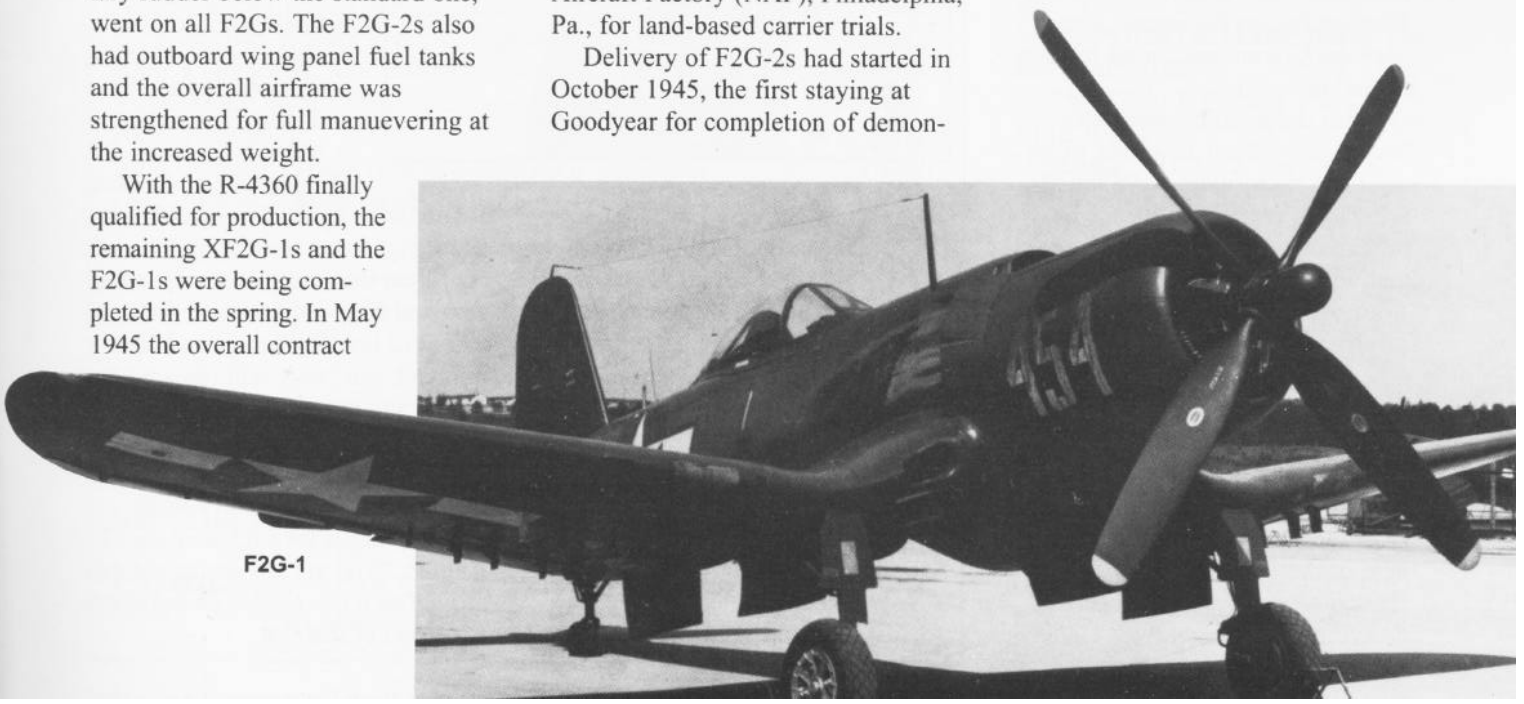
The seven XF2G-1s were delivered as their development tests were completed; the first two engine-test airplanes went to nonflying Navy training assignments late in 1945. The first fully configured XF2G stayed at Goodyear for development and contract demonstrations until going to Pax in 1946. Another went to P&W in July 1945 for final resolution of inlet scoop and carburetion problems—along with installation of a water injection system—going on to Pax a year later. Two were lost to landing gear hydraulic failures at Akron on 12 December 1945, fortunately without pilot injuries. One, modified with the F2G-2's carrier operating systems, went to the Naval Aircraft Factory (NAF), Philadelphia, Pa., for land-based carrier trials.

The first XF2G-1.

Delivery of F2G-2s had started in October 1945, the first staying at Goodyear for completion of demonstrations; the second went to NAF to continue carrier tests. The other three went to Navy operating activities in February 1946.

In the spring of 1947, with Navy trials terminated, four of the now-surplus F2Gs were released to become air racers. In this role, they finally achieved the fame that had eluded them as Navy fighters. They became closed-course race winners in the last National Air Races at Cleveland, Ohio, 1947 to 1949. Another became a racer in 1948 when the remaining active Navy F2Gs were retired, but with the end of the Cleveland competition the racers joined the rest of the Navy F2Gs in various scrap yards. One, the first F2G-1, was set aside by the Navy for the National Air Museum, now the National Air and Space Museum, Washington, D.C. It can be seen at the Champlin Fighter Museum, Mesa, Ariz.

Appreciation is extended to the NASM and National Archives staffs, and to Don Armstrong and Mrs. Vahey Kupelian, for making this article possible. For those interested in a participant's story, see Don Armstrong's book, *I Flew Them First*, published by the Champlin Fighter Museum Press.



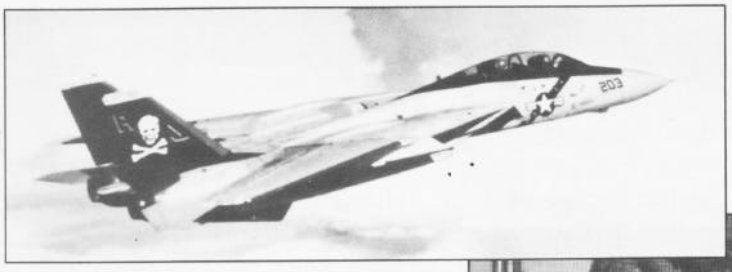
F2G-1

CNO Confirmed

Admiral Jay Johnson Takes the Helm

By JO2 Jerry Knaak

Admiral Jay L. Johnson sailed through Senate confirmation hearings on 31 July to become the Navy's 26th Chief of Naval Operations (CNO). The vote came on 3 August, the final day before Congress recessed for the summer. Adm. Johnson took the oath of office in a small, closed ceremony on Monday, 5 August. The 50-year-old former F-14 *Tomcat* pilot and former Commander Carrier Air Wing 1 succeeds Admiral Mike Boorda, who died on 16 May.



Above, the Navy's new CNO, Adm. Jay Johnson, is congratulated by Secretary of the Navy John Dalton following the swearing-in ceremony. Left, Adm. Johnson, a former F-14 *Tomcat* pilot, was CO, VF-84 from October 1981 to January 1983. Below, Adm. Johnson poses with his wife, Garland, and his daughter, Cullen.

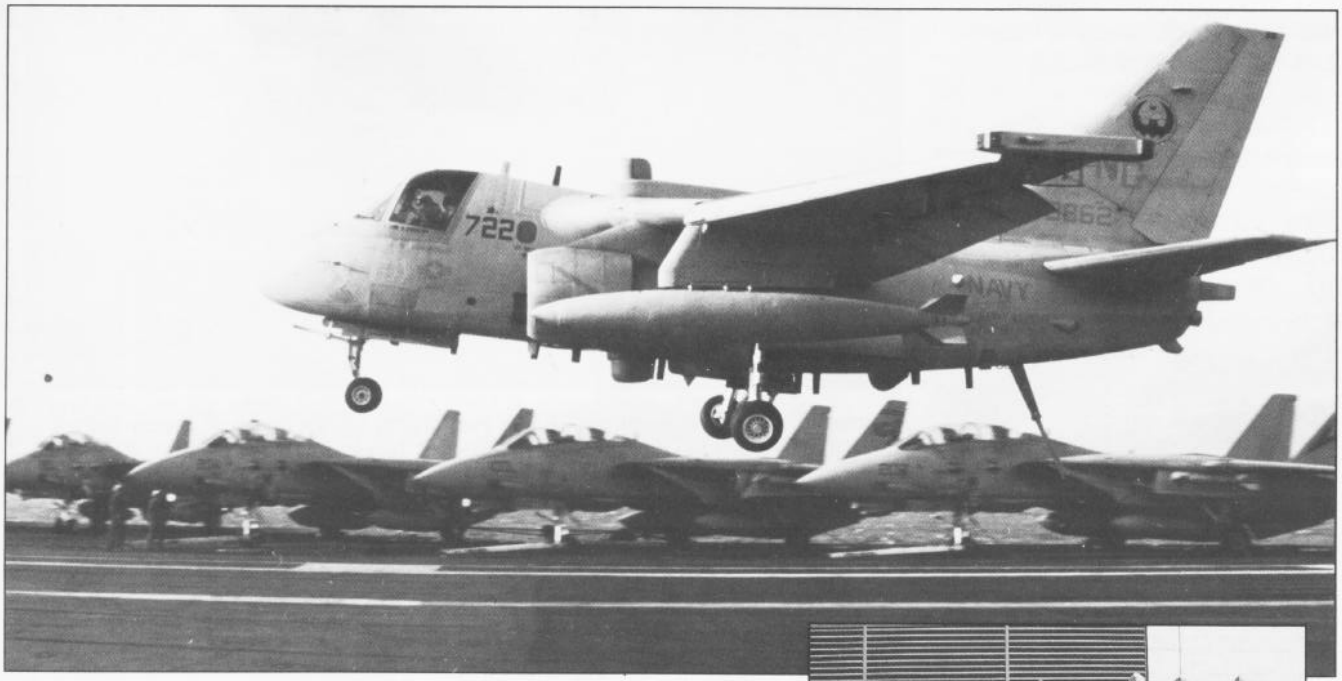
The new CNO has vowed to continue the quality-of-life initiatives instituted by his predecessor: "[My top priority] is people. It will continue to be people: their care, their nurturing and their betterment," Adm. Johnson said to the Senate Armed Services Committee during the confirmation hearing.

Adm. Johnson becomes the Navy's top officer in a time of turmoil for the service. "[We must] accept full responsibility for our mistakes and commit to a standard that will not let us fall down again," Adm. Johnson stated. While the sea service tries to put Tailhook to rest, other issues have reared up in the Navy's path, such as the funding of new technology, aviators' morale and women at sea. Johnson, the second-youngest CNO in the history of the Navy, is a strong proponent of the F/A-18E/F *Super Hornet* program and has been described as "innovative." Under his leadership the Navy will look for new, untraditional methods of operating and fighting.

Adm. Johnson graduated from the Naval Academy in 1968 and served as Commander Second Fleet and Commander Striking Force, Atlantic prior to becoming Deputy CNO in April of this year. Of all the issues facing the Navy, Adm. Johnson's focus continues to be on the men and women who serve. "I need to tell you up front that the commitment to our people will not diminish," he said. "I am Mike Boorda-trained and I am intensely proud of it. I will not back away from our Sailors."

In a statement released on 2 August, Johnson said, "The U.S. Navy is the world's best, by every measure. I am honored by the Senate's vote and the confidence they have shown in me as the next Chief of Naval Operations. I look forward to serving with our proud Navy men and women. Together we will work to keep our service the highly professional, capable and ready force that it is today."

Secretary of the Navy John Dalton has embraced Johnson as the right man for the job. "I am confident that with his steady leadership and firm dedication to our core values of honor, courage and commitment, our Navy will remain on course and speed for the future," Dalton said in an all-Navy message. Johnson expressed pride in the people of the Navy in a Navy-wide message of his own released on 12 August: "You are answering the call as well as it has ever been answered. Be proud of that." ■



Above, an ES-3A *Shadow* from VQ-5 traps aboard *Nimitz* (CVN 68). Right, members of VQ-5 proudly display the Arleigh Burke Fleet Trophy.

Awards

The following units won 1995 **CNO Aviation Safety Awards** [numbers in brackets denote consecutive years]:

AIRLANT: HC-8, HM-14, HS-3, HSL-42 [4], VA-34, VAW-123, VC-8 [2], VF-102, VFA-86, VP-30, VS-31 [2] and VX-1[2].

AIRPAC: HS-2; HSL-51; VA-95; VAQs 136 and 140; VAW-112; VF-211; VFAs 125, 127 [2] and 195 [2]; VP-46; VS-38; VXE-6 and VQ-4.

CG FOURTH MAW: HMM-774 and VMFA-142.

CNATRA: HT-8 and VTs 2 [3], 7 [3], 10, 21 and 27 [2].

MARFORLANT: HMM-264; HMLAs 167 and 269; VMA-231; VMFA-451; VMFA(AW)-533 [2]; VMGR-252 [2] and SOES Cherry Point.

MARFORPAC: HMMs 164, 265 [2] and 268 [2]; HMLAs 367 and 369; HMH-361; VMFAs 323 [2] and 232; and VMAs 211 [2] and 513.

NAVAIRSYSCOM: NRL Flight Support Det., Patuxent River, Md.

NAVAIRRESFOR: VAW-78; HSL-94; HC-85 [2]; VFC-13 [3]; VPs 64 and 69; and VRs 53 [2] and 59.

During an awards ceremony on 10 May at the National Museum of Naval Aviation, Pensacola, Fla., the following units/individuals were recognized:

Award			Unit
Adm. Joseph Clifton (fighter squadron)			VF-102
Capt. Michael J. Estocin (strike fighter squadron)			VFA-82
Adm. Clarence W. McClusky (attack squadron)			VA-95
Adm. Arthur W. Radford (electronic warfare squadron)			VAQ-141
AEW Excellence			VAW-117
Adm. "Jimmy" Thach (carrier-based ASW squadron)			VS-32
Capt. Arnold J. Isbell (ASW squadron)		VS LANT:	VS-22
		VS PAC:	VS-29
		VP LANT:	VP-8
		VP PAC:	VP-9
		HS LANT:	HS-11
		HS PAC:	HS-8
		HSL LANT:	HSL-48
		HSL PAC:	HSL-49
Pilot of the Year	LANT:	LCdr. Patrick R. Cleary	VF-103
	PAC:	LCdr. Jeffery R. Penfield	VF-94
NFO of the Year	LANT:	LCdr. Lawrence Slade	FITWING
	PAC:	Lt. Timothy W. Spitser	VAW-117
LSO of the Year	LANT:	LCdr. Walter Hudson	CVW-8
	PAC:	LCdr. Raymond R. Roberts	CVW-11

NAVAIRRESFOR also won the 1995 **CNO Readiness Through Safety Award** and the Daedalian Foundation's **Adm. James S. Russell Aviation Flight Safety Award**.

The winners of the 1995 **Adm. Flatley Memorial Award** were *America* (CV 66) and *New Orleans* (LPH 11). The award recognizes CV/CVN and LHA/LPH/LHD ships that surpass all others in overall contributions to aviation safety.

NAS Jacksonville, Fla., received the 1995 **SECNAV Safety Ashore Award** in the large, non-industrial activity category, marking the fourth time in the last eight years that NAS Jax earned this honor.

President Clinton named Charles Kaman to receive the 1996 **National Medal of Technology**, the nation's highest technology honor. The helicopter manufacturer and pioneer was recognized for innovations in rotary-wing flight which have made helicopters more stable and easier to fly.

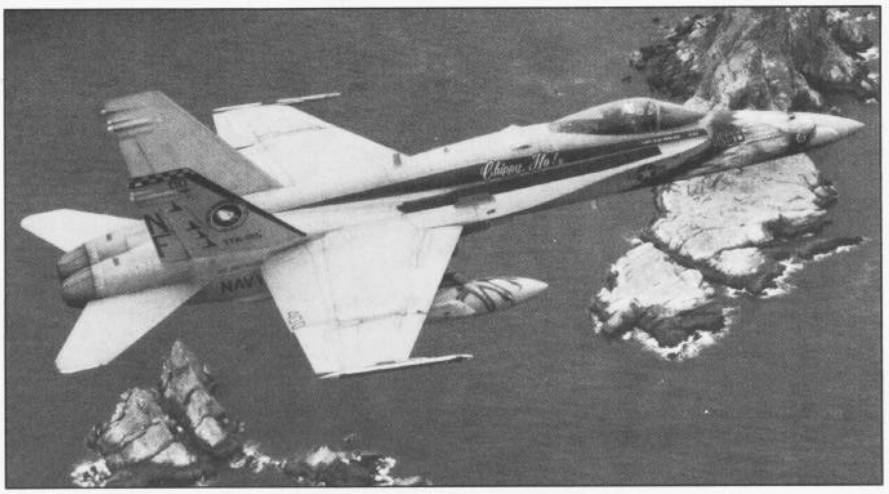
Special Records

Several units marked **safe flying time**:

Unit	Hours	Years
VQ-4	260,000	24
HMT-303	100,000	14
HSL-42	86,000	10
VFA-195	57,000	14
HSL-47	55,000	
HSL-48	50,000	
HC-85	47,000	21
HMH-361	40,000	12

ADCS Scott A. Mensen, VP-30, marked 11,000 career flight hours.

Norfolk, Va.-based ***Enterprise*** (CVN 65) recorded her 300,000th trap as pilot Lt. Kris Dorfman and radar intercept officer Lt. Nick Dienna from VF-103 hooked the number three wire on 19 July.



Capt. Leenhouts

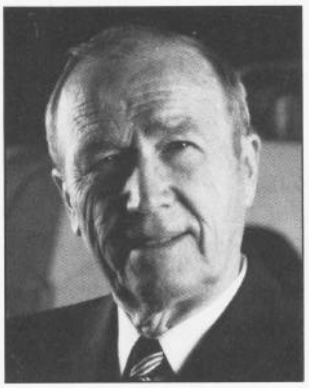
PHAN Timothy Smith

Above, VFA-195's showbird, "Chippy Ho," flying off the coast of Japan. Below, Lt. Krispen Dorfman debarks from his F-14B *Tomcat* after making the 300,000th arrested landing on *Enterprise* (CVN 65).

Anniversaries

The **Joint Undergraduate Navigator Training** (JUNT) squadron, which produces maritime patrol Naval Flight Officers and Air Force Navigators, marked its 20th anniversary 1 July. The current JUNT squadron is the 52nd Flying Training Squadron at Randolph AFB, San Antonio, Texas. When he took over the squadron this summer, Cdr. David J. Cheslak became the first naval officer to take command aboard Randolph AFB, as well as the first Naval Flight Officer to command an Air Force squadron.

The **National Air and Space Museum** (NASM) celebrated 20 years at its current location 1 July, while its parent organization, the Smithsonian Institution, turned 150 years old 11 August. Also, Naval Aviator **VAdm. Donald D. Engen, USN (Ret.)**, was appointed director of NASM. Engen spent 36 years in the Navy, starting out as an enlisted man. He served during WW II, Korea and Vietnam.



VAdm. Donald D. Engen, USN (Ret.)

NAS Sigonella, Italy, celebrated its 37th birthday 15 June. The base was originally designated a naval air facility, but was upgraded to a naval air station in the early 1980s.

Rescues

Members of **VP-3** operating with the U.S. Fifth Fleet helped rescue a Somali sailor 12 June after a cargo vessel capsized and sank in rough seas approximately 28 miles off the coast of Oman. A Kuwaiti oil tanker, *Al Budiya*, reported a man drifting in a life boat. The tanker directed another vessel in the area to save the drifting seaman. A P-3 *Orion* from VP-

3, NAS Barbers Point, Hawaii, was on a routine flight in the area and was asked to assist. The crew spotted a second survivor and notified *Caron* (DD 970), which was operating more than 100 miles away. *Caron* launched its SH-60B *Seahawk*, retrieved the second survivor from 10- to 15-foot seas and brought him back to the ship.

A routine training flight involving four members of **VS-32** turned into the rescue operation of two civilians in a downed aircraft in the mountains of New Mexico. Lt. Mark Schadt was piloting an S-3 *Viking* west of El Paso, Texas, when a crew member overheard local air traffic controllers requesting assistance in locating a crashed civilian Cessna 182. After the S-3's crew located the downed plane, Schadt passed the aircraft's position to ground controllers, who vectored New Mexico State Police rescue aircraft to the crash scene. The Cessna crew was taken to a local hospital where they were treated and released with minor injuries. The other *Viking* aircrewmen on the rescue flight were LCdr. Vincent Danet and Lts. Richard F. Peach and Michael W. Gales.

NAS Fallon's SAR team responded to a request for an emergency medical evacuation of an injured hiker on 4 July. The SH-60 *Seahawk* crew—pilot and copilot Lts. Bill Tobin and Anne Wilson, crew chief AW3 Marty Naylor, crewman AE2 Robert Fry and corpsman HM2 Thomas Spradlin—received the call for help at 1555 and lifted off from the Nevada air station 30 minutes later. After the two-hour flight to Lamoille Canyon, approximately 250 miles northeast of Fallon, the crew located the injured hiker, Linda McDermott, and her hiking partner. Due to the mountainous terrain of the rescue site, pilot Tobin chose to execute a one-skid landing to offload Fry and Spradlin, and the two crewmen treated McDermott's injured ankle. The victim was transported in a litter to the hovering helo, and she and the crewmen were hoisted aboard. McDermott was then flown to nearby Elko Airport and transferred to an ambulance.

Florida-based **NAS Pensacola's SAR team** assisted in two rescue operations. The first involved a civilian crew member of the commercial fishing boat *Shadow* after the fisherman severed three fingers while untangling a net from a spinning shaft. The crew of the UH-3H *Sea King* consisted of pilot Lt. Scott Westbrook, copilot Lt. Raymond Jackson, crew chief AMHC John Bilinski, rescue swimmer AMS1 Walter Maffei and corpsman HM2 Carla Pappalardo. A nearby Coast Guard HU-25 *Falcon* relayed coordinates to the SAR team as they flew the 140 miles to the vessel. Once in the area, Maffei was lowered to the boat, retrieved the injured fisherman and returned with him to the helo, where Pappalardo administered first aid. The UH-3H then flew to Panama City Airport where an awaiting ambulance took the injured man to a hospital.

Capt. Kolin Jan, Cdr. Thomas Phelan and Cdr. David Mercer (l-r) congratulate each other after reaching carrier arrested landing milestones on *George Washington* (CVN-73). Phelan and Mercer both made 1,000 traps, while Jan completed his 1,200th.

The second rescue involved a possible heart attack victim on the vessel *Shenandoah* in the Gulf of Mexico. Lts. Joe Overstreet and Mark Johnson, AE2 Mike Gentry and HM2 Pappalardo were the UH-3H crew members. Pappalardo was lowered to the vessel, where she administered first aid and oxygen, stabilizing the patient. They were both then hoisted back to the helo, and the patient was flown to a hospital. He was released several days later.

An MH-60 *Pavehawk* makes the 50,000th landing aboard HLT (IX 514).

Scan Pattern

The **Helicopter Landing Trainer** (IX-514), home-ported at NAS Pensacola, Fla., reached a milestone on 6 June when an Air Force MH-60 *Pavehawk* from the 55th SpecOps Squadron at Hurlburt Field, Fla., made the 50,000th landing aboard the trainer. The HLT began its operation in 1986 to provide student Naval Aviators with a realistic training environment in underway single-spot deck landing qualifications.

After three years of embargo enforcement against the former Yugoslavia, during which 73,000 ships were challenged, the Navy suspended **Operation Sharp Guard** on 19 June, declaring it a success. Aimed at blocking arms shipments into the strife-torn region, the joint NATO and Western European Union naval operation stood down hours after the United Nations lifted the Yugoslavia arms embargo. Sharp Guard maritime patrol aircraft from eight western nations accumulated 62,300 flight hours. Patrol Wing 5, NAS Brunswick, Maine, and Patrol Wing 11, NAS Jacksonville, Fla., contributed the bulk of the U.S. P-3C *Orions* and aircrews.

The following is a revised **Blue Angels** airshow schedule for the remaining 1996 season:

14–15 Sep	Grand Junction, CO
21–22 Sep	Topeka, KS
28–29 Sep	Midland, TX
5–6 Oct	NAS Point Mugu, CA
12–13 Oct	San Francisco, CA
26–27 Oct	NAS Jacksonville, FL
2–3 Nov	NAS New Orleans, LA
8–9 Nov	NAS Pensacola, FL

More Navy helo crews got the opportunity to interact with *Kuznetsov* (see May–Jun 96, pp. 40–42). This time, it was the *Doughboys* of **HSL-48 Det 8** off *San Jacinto* (CG 56) who landed on board the Russian carrier's deck. Led by officer in charge LCdr. Jeff Bartowski, the *Doughboys* conducted a joint U.S.-Russian search-and-rescue demonstration; the Americans in their SH-60B *Seahawk* recovered the training "dummy" four times faster than their Russian counterparts in their Ka-27 *Helix* helicopters. Afterwards, Bartowski and his copilot, Lt. David Pierson, were given the opportunity to fly a *Helix*, and logged a takeoff and landing on *Kuznetsov*.

Naval Aviation mourns the passing of some of its notable personalities:

Jay Beasley, a civilian test pilot with Lockheed who flew more than 50 aircraft types during his career, died suddenly on 15 May at age 82. Known as "Mister P-3," he spent most of his time in the *Orion*, developing an array of safety procedures that have contributed to the P-3's excellent safety record.

Retired **Cdr. Larry L. Booda**, 83, was the editor of *Naval Aviation News* in the late forties and early fifties. The former Naval Aviator died of pneumonia on 2 June.

Adm. Charles Donald Griffin died at 90. Griffin was a major figure in the "Revolt of the Admirals" after WW II and drafted a key speech for the Chief of Naval Operations, who was testifying before Congress on behalf of Naval Aviation.

VAdm. William I. Martin, 85, a WW II Naval Aviator who pioneered the development of night operations from aircraft carriers, died at his Mount Vernon, Va., home on 29 March.

Adm. James S. Russell, a highly decorated WW II pilot and squadron commander, died at 93. His exemplary naval service is commemorated by the Adm. James S. Russell Aviation Flight Safety Award, which has been awarded annually by the Daedalian Foundation since 1979.

Change of Command

Constellation (CV 64): Capt. Rocklun Deal relieved Capt. Mark Ostertag, Jun.

CVW-5: Capt. Richard J. Mauldin relieved Capt. Brian M. Calhoun, 9 Jul.

CVW-7: Capt. Kolin M. Jan relieved Capt. Ronald D. McElraft, 4 Jun.

CVW-9: Capt. Thomas N. Vaughn relieved Capt. John R. Worthington, 30 May.

562d Flying Training Squadron: Cdr. David J. Cheslak relieved Lt. Col. Carl K. Hergesell, USAF, 21 Jun.

H&HS, MCAS Yuma: Lt. Col. Stephen E. Joseph relieved Lt. Col. Victor J. Thombs, 26 Jun.

HMLA-169: Lt. Col. Sidney E. Mills, Jr., relieved Lt. Col. Robert E. Milstead, 7 Jun.

HMM-164: Lt. Col. Patrick M. O'Donogue relieved Lt. Col. Timothy P. Minihan, 30 May.

HMM-268: Lt. Col. John T. Enoch relieved Lt. Col. Kevin Wilcutt, 5 Jun.

HMM-364: Lt. Col. Gerald A. Yingling, Jr., relieved Lt. Col. George H. Keating, 13 Jun.

HS-1: Cdr. Mark K. Adrick relieved Cdr. David R. O'Brien, 16 May.

HS-11: Cdr. Michael G. Mulcahy relieved Cdr. Robert L. Wilde, 18 Jun.

HSLWINGLANT: Capt. David W. Willman relieved Capt. Augustus W. Clark III, 24 May.

HSL-40: Cdr. John D. Furness relieved Capt. Joseph E. Belinski, 3 Jul.

HSL-46: Cdr. James M. Weckerly relieved Cdr. Steven M. Bagby, 29 May.

MAG-31: Col. James F. Amos relieved Col. James E. Cartwright, 22 May.

MAG-42: Lt. Col. David H. Shutt relieved Lt. Col. Ray L. Seckinger, 21 Jun.

MALS-31: Lt. Col. Ingrid E. Bergman relieved Lt. Col. Dennis J. Barr, 22 May.

MCAS Beaufort: Col. Lawrence D. Staak relieved Col. Richard D. Stearns, 23 May.

MCAS Yuma: Col. Craig J. Turner relieved Col. Bill Hansen, 27 Jun.

MTACS-38: Lt. Col. Stephen J. Dyroff relieved Lt. Col. Lawrence W. Astyk, 29 May.

NAS Pensacola: Capt. J. Michael Denkler relieved Capt. Timothy Thomson, 26 Jul.

NAVAIRRES San Diego: Capt. Donald E. Auten relieved Capt. David A. Grupe, 23 Jun.

NAVAIRRES Jacksonville: Capt. John S. Kistler relieved Capt. William T. Champion, 14 Jun.

NAVAIRRESCEN Denver: Cdr. Patrick D. Morganelli relieved Cdr. Thomas G. Bauer, 13 Jul.

PATWING 1: Capt. Jeffery M. O'Brien relieved Capt. John E. Boyington, Jr., 13 Jun.

SFWSLANT: Cdr. Kevin J. Creahan relieved Cdr. Guy L. Varland, 6 Jun.

TRAWING 4: Capt. Thomas R. Ford relieved Capt. Joseph J. Grosel, 3 May.

VC-6: Cdr. R. Chaderton Sain relieved Cdr. Douglas G. Cooper, 11 Jun.

VFA-37: Cdr. James B. Hillan relieved Cdr. George B. Dom, 12 Jul.

VFA-83: Cdr. Willard Warfield relieved Cdr. Mark Ziegler, 30 May.

VFA-131: Cdr. David J. Mercer relieved Cdr. Albert W. Yoder, 28 Jun.

VFA-203: Cdr. Arthur M. Ivansheck relieved Cdr. Tommie D. Benefield, 18 May.

VMA-513: Lt. Col. David W. Bick relieved Lt. Col. Wayne D. Robinson, 23 May.

VMFA(AW)-224: Lt. Col. Jeffery A. White relieved Lt. Col. Michael M. O'Conner, 22 May.

VP-5: Cdr. James F. Root, Jr., relieved Cdr. Ronald R. Manley, 17 May.

VP-46: Cdr. Brian C. Prindle relieved Cdr. Harry B. Harris, 15 May.

VQ-1: Cdr. Glen Stockton relieved Cdr. John Orem, 7 Jun.

VQ-5: Cdr. Mac Insch relieved Cdr. Wayne Radloff, 28 Jun.

VS-31: Cdr. Thornwell F. Rush relieved Cdr. Bruce S. Bole, 4 Jun.

VTC-22: Cdr. Deon A. Harkey relieved Cdr. Thomas J. Frey, 23 May.

VXE-6: Cdr. William Stedmen relieved Cdr. John Morin, 24 May.

PROFESSIONAL READING

By Cdr. Peter B. Mersky, USNR (Ret.)

Series Review: ***Osprey Aircraft of the Aces***. Osprey, Michelin House, 81 Fulham Rd., London SW3 6RB, England. $15.95.

This British publisher, no stranger to aviation readers, has taken on a considerable challenge in producing an open-ended series of books devoted to the aircraft and experience of fighter aces. So far, there are 10 titles. Of interest to readers of this column are the three volumes on F4F *Wildcat*, F4U *Corsair* and F6F *Hellcat* aces—Nos. 3, 8 and 10, respectively.

Edited by experienced author and editor Tony Holmes, these books are a great value. With 96 pages each, the inexpensive paperbacks offer a wealth of information on and photos of the pilots who flew naval fighter aircraft during WW II—both U.S. Navy and Marine Corps, as well as Britain's Royal Navy.

The centerpiece of each volume comprises pages of color profiles, including 40 to 60 side views of the aces' aircraft. It's a real *tour de force* by a stable of well-known artists. The cover artwork—some of the best I have ever seen—is by Irish artist Iain Wyllie.

Barrett Tillman wrote the books on the F4F and F6F, while British author and artist Mark Styling interviewed many *Corsair* aces in the U.S. for his book on the F4U. Styling, a fine, young aviation illustrator, is also one of the profile artists.

With the June 1996 death of top WW II Navy ace David McCampbell, it's worth remembering that this generation of warriors is passing from our ranks. (See story, pp. 26–27.) Thus, literature that captures their careers from firsthand interviews by researchers and authors becomes very valuable.

Other series titles include books on aces in Bf 109s, Fw 190s, *Mustangs* and *Spitfires,* and Korean War aces. There are many more subjects to cover and I hope that the Osprey team will produce several more books, such as Japanese navy and army aces and WW I and between-war aces, i.e., Spanish Civil War and the American Volunteer Group ("Flying Tigers").

Cormier, Zeke, Wally Schirra and Phil Wood, with Barrett Tillman. ***Wildcats to Tomcats: The Tailhook Navy***. PHALANX Publishing Co., Ltd., 1051 Marie Avenue W., St. Paul, MN 55118-4131. 1995. 207 pp. Ill. $24.95.

This short, entertaining book is like a year's worth of articles from *The Hook*. It's filled with anecdotes, opinions and memories. Assisted by a well-known Naval Aviation historian and author, three retired captains relate their experiences in war and peace, ashore and afloat, covering nearly 50 years of naval service.

Astronaut Wally Schirra is probably the best known of this trio, particularly to the nonmilitary layman. However, Zeke Cormier and Phil Wood also enjoyed successful careers. During WW II, Cormier shot down eight Japanese aircraft while flying F6F *Hellcats*, and Wood is one of only 18 F-8 drivers to score a MiG kill over North Vietnam.

The three photo folios are good, presenting several shots from each pilot's album. There's a good one of Schirra in a USAF F-84 during his exchange tour in Korea when he also shot down a MiG-15. If you look closely, you can see that he has attached his Navy wings to his Air Force helmet. Phil Wood's section is especially valuable when you realize that he was not one of the Navy's best-known MiG killers.

Wildcats to Tomcats is an enjoyable read that occasionally yields interesting and surprising information about these aviators, as well as various situations involving the Navy. All three men certainly enjoyed themselves wherever they were and always tried to find the positive side to their current situation.

I wish that they had discussed their aerial kills more; Phil Wood is the only one that details his kill to any extent. Naturally, Wally Schirra gives the weight of his section to his service as a NASA astronaut. He is, in fact, the only one of the original Mercury Seven to have flown in all three manned programs, Mercury, Gemini and Apollo. Zeke Cormier describes his Pacific service—although with little detail of his aerial engagements—and subsequent command tours, as XO aboard *Wasp* (CV 7) and with the *Blue Angels*.

Nudge, nudge, wink, wink!

PH3 Chris Vickers

Naval Aviation News wants photos. We'd like to publish your view of the fleet through your camera lens. Send action shots of Navy people and planes to *Naval Aviation News*, 901 M Street SE, Bldg. 157-1, Washington, DC 20374-5059.

Fix-a-Fact

I always look forward to your publication. The information you provide is interesting and keeps me informed about Naval Aviation.

I am writing to correct a common mistake about the H-60 *Seahawk*. On page 8 in "Desert Rescue V: Joint Combat SAR Today" (Mar–Apr 96), the photo is an SH-60F, not an HH-60H. I could tell because of the missing Hover Infrared Suppression System. I also confirmed with the Naval Strike Warfare Center that its *Seahawks* are gutted-out SH-60Fs.

Raymond J. Rivard
2002 Bridgeport
Chula Vista, CA 91913

On page 46 of your May–Jun 96 issue, you printed that Lt. Mary Rimmel was designated "the Navy's first female patrol squadron tactical coordinator (TACCO)" on 19 January in VP-4. Actually, VP-16 was the first squadron to designate a female TACCO: Lt. Jean O'Brien on 4 January. VP-16 also designated the first female patrol plane commander, on 19 October 1995: Lt. Kathryn Raquel Bini.

Lt. Matt Burlingame
VP-16 PAO
NAS Jacksonville, FL 32212

Enlisted Combat Aircrew Roll of Honor

An Enlisted Combat Aircrew Roll of Honor will be established 10 October 1996 on board *Yorktown* (CV 10) at the Patriots Point Naval & Maritime Museum, Mount Pleasant, N.C. Enlisted aircrew personnel of the sea services—Navy, Marine Corps and Coast Guard—will be considered for nomination to the roll of honor after meeting these requirements:

- In enlisted status during the time for which the nomination is made.
- Encountered actual combat conditions.
- The action(s) for which nominated were distinctive in nature.

WW II radio-gunner Aviation Machinist's Mate First Class Bruno Gaido will be the roll of honor's inaugural inductee. Gaido received a commendation medal and a promotion for heroic action aboard *Enterprise* (CV 6) in 1942. He jumped in his SBD on the flight deck, manned the tail gun and helped destroy an enemy plane that then crashed into the *Dauntless*. He also earned a Distinguished Flying Cross for his role in the Battle of Midway during which he was shot down, captured and killed. Gaido is already a member of the Carrier Aviation Hall of Fame aboard *Yorktown*.

Reunions, Symposiums, etc.

***Badoeng Strait* (CVE 116) reunion**, 29 SEP–2 OCT, Las Vegas, NV. POC: Henry Trotter, 106 Sage Dr., Universal City, TX 78148-4028, 210-658-3447.

Navy Ground Controlled Approach Assn. reunion, OCT 96, Penscola, FL. POC: Larry Gray, 164 Upperville Rd., Virginia Beach, VA 23462, 804-497-5155.

VAH-1 reunion, OCT 96, Pensacola, FL. POC: Paul Hatcher, 5621 Wyoming Ave., New Port Richey, FL 34652, 813-849-3069.

VP-45 (VP/VPB-205, VP-MS-5) reunion, OCT 96, Norfolk, VA. POC: C. B. Caldwell, 1061 Arnold Way, Alpine, CA 91901, 619-445-5072.

VC-35/VA(AW)-35 reunion, 2–6 OCT, Pensacola Beach, FL. POC: Ruben Escajeda, 7664 Le Conte Dr., El Paso, TX 79912, 915-585-3468.

NAWS Point Mugu reunion, 2–6 OCT, Point Mugu, CA. POC: Alumni Program Manager, NAWCWPNS Code 750000E, 521 9th St., Point Mugu, CA 93042-5001, 805-989-1704.

NAS Trinidad reunion, 3–6 OCT, Branson, MO. POC: F. D. Barrett, HC-33 Box 13, Witts Springs, AR 72686, 501-496-2285.

National CPO Assn. reunion, 9–12 OCT, Norfolk, VA. POC: William A. Williams, 106 Waring-Welfare Rd., Boerne, TX 78006-7925, 210-537-4899.

Air Group 12 (Crommelin's Thunderbirds) reunion, 9–12 OCT, Patriots Point, Charleston, SC. POC: Richard Weston, 72 Penzance Rd., Rockport, MA 01966.

***Saratoga* (CV 3/CVA 60/CV 60) reunion**, 10–12 OCT, Minneapolis, MN. POC: John Brandman, 544 Harrison Dr., Allen, TX 75002, 214-396-1188.

***Steamer Bay* (CVE 87/CV 90/CV 93) reunion**, 9–13 OCT, San Antonio, TX. POC: Linda Johnson, Rt. 1 Box 262A, Caddo Mills, TX 75135, 903-527-4051.

FMF Combat Medical Personnel reunion, 9–15 OCT, Connecticut. POC: Larry duBois, POB 230-711, Encinitas, CA 92023-0711, 619-753-5602.

***Leyte* (CV 32) reunion**, 10–13 OCT, Orlando, FL. Edward Simpson, 28 Country Ln., Voorhees, NJ 08043-1178, 609-429-6853.

***Coral Sea* (CVB/CV/CVA 43) reunion**, 11–13 OCT, San Diego, CA. POC: Herman Doernbach, 3144 S. 98th St., Milwaukee, WI 53227, 414-321-0098.

National Seminar on World War I, 11–13 OCT, Rosslyn, VA. POC: Carol Miller, POB 2305, Elkton, MD 21922, 410-275-8046.

VP/VPB-18 reunion, 11–14 OCT 1996, Arlington, VA. POC: Don Graham, 1158 Kensington Rd., McLean, VA 22101, 1-800-615-5808, E-mail: DonE72@aol.com

Byrd South Pole Expedition 50th Anniv., 13 OCT, Norfolk, VA. POC: Don Leavitt, 2109 Grand Ave., Morton, PA, 610-461-1623.

VP-40 reunion, 14–18 OCT, Virginia Beach, VA. POC: F. W. Humphries, 3746 Cameo Ct., San Diego, CA 92111, 619-292-4974.

***Saginaw Bay* (CVE 82)/VC-78/VC-88 reunion**, 16–19 OCT, Mobile, AL. POC: Earl Homman, 4220 Old Mill Rd., Lancaster, OH 43130, 614-654-1651.

***Salamaua* (CVE 96)/VC-70/VC-87 reunion**, 17–21 OCT, Orlando, FL. John W. Smith, 7268 NW 16th St., Ankeny, IA 50021-8823, 515-289-1467.

***Kitkun Bay* (CVE 71)/VC-5/VC-63/VC-91 reunion**, 20–24 OCT, Las Vegas, NV. POC: Dean Baughman, 27 Lindwood, East Wenatchee, WA 98802, 509-884-6065.

VB/VPB-148 reunion, 21–23 OCT, Las Vegas, NV. POC: P. W. Ustick, 228 Pine Tree Dr., Gulf Breeze, FL 32561, 904-932-6979.

***Suwannee* (CVE 27) reunion**, 24–26 OCT, Baton Rouge, LA. POC: Alvin Braud, 7035 Villere, Baker, LA 70714, 504-775-4911.

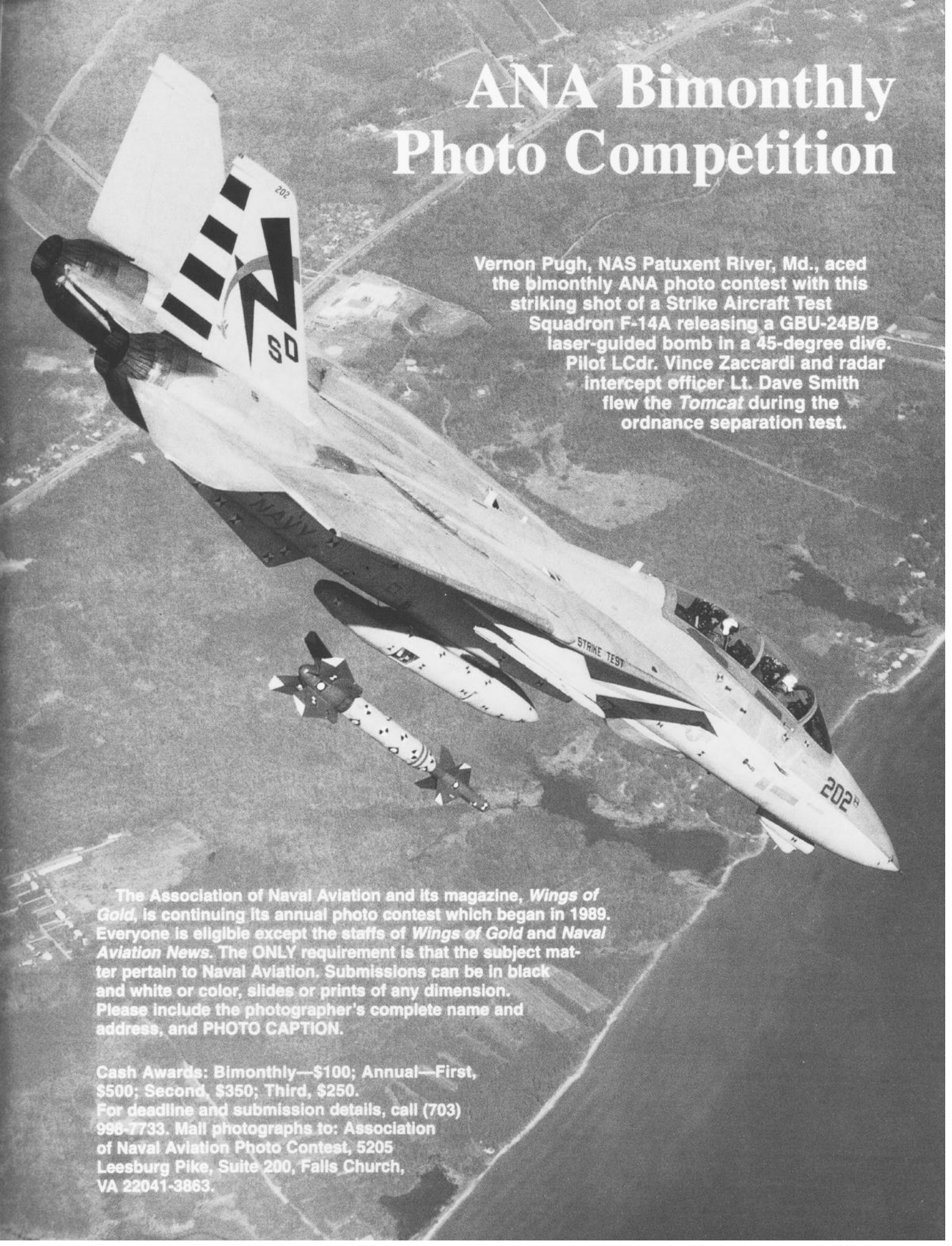
VF-53 reunion, 24-27 OCT, San Diego, CA. POC: Charles Darrow, 1455 Rice Rd., Fallon, NV 89406-9449, 702-423-6137.

VF-54 reunion, 25–27 OCT, San Diego, CA. POC: G. Ward, 2240 N. Trenton St., Arlington, VA 22207-4039, 703-527-7315.

***Curtiss* (AV 4) reunion**, 27 OCT, Fort Lauderdale, FL. POC: Francis Pavlu, 9255-293 N. Magnolia Ave., Santee, CA 92071-3168, 619-448-3685.

Carrier Air Group 92 reunion, OCT–NOV 96, Pensacola, FL. POC: Bob Warner, 10288 Sugar Creek Dr., Pensacola, FL 32514, 904-477-3643.

ANA Bimonthly Photo Competition



Vernon Pugh, NAS Patuxent River, Md., aced the bimonthly ANA photo contest with this striking shot of a Strike Aircraft Test Squadron F-14A releasing a GBU-24B/B laser-guided bomb in a 45-degree dive. Pilot LCdr. Vince Zaccardi and radar intercept officer Lt. Dave Smith flew the *Tomcat* during the ordnance separation test.

The Association of Naval Aviation and its magazine, *Wings of Gold*, is continuing its annual photo contest which began in 1989. Everyone is eligible except the staffs of *Wings of Gold* and *Naval Aviation News*. The ONLY requirement is that the subject matter pertain to Naval Aviation. Submissions can be in black and white or color, slides or prints of any dimension. Please include the photographer's complete name and address, and PHOTO CAPTION.

Cash Awards: Bimonthly—$100; Annual—First, $500; Second, $350; Third, $250. For deadline and submission details, call (703) 998-7733. Mail photographs to: Association of Naval Aviation Photo Contest, 5205 Leesburg Pike, Suite 200, Falls Church, VA 22041-3863.

NAVAL AVIATION NEWS
September–October 1996